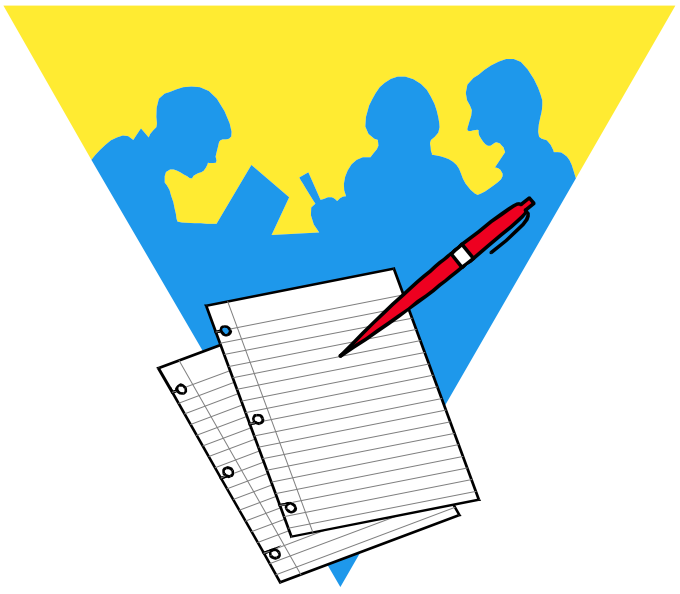
EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

"We aspire to provide a safe, efficient, environmentally sound, and fiscally responsible transportation system which promotes economic growth and enhances the quality of life in Kentucky."

This statement defines the mission of the Kentucky Transportation Cabinet. This mission and federal transportation initiatives provide the basis for the development of the ***Statewide Transportation Plan***.

The ***Statewide Transportation Plan*** will:

1. Provide insight into the statewide transportation planning process in view of both the Transportation Cabinet's mission statement and the federal transportation initiatives contained in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the 1998 Transportation Equity Act for the 21st Century (TEA-21).

2. Provide a demographic overview of Kentucky's geography, population, industry, and sources of income. Transportation system considerations presented in this Plan reflect the impact of Kentucky's changing demographics, special land use and geographic needs, industrial transportation needs, and the economic development goals of the Commonwealth.

3. Provide an overview of the multimodal aspects of Kentucky's total transportation system. The extent of each mode and some of the service and performance characteristics will be presented.

4. Provide an overview of the statewide planning process and how Kentucky utilizes this process to enhance and develop its transportation needs process.

5. Describe the performance measures that are used to monitor the safety issues and address the increased mobility of its travelers and residents.

6. Describe the public involvement and participation activities used to develop the list of short and long-range planned improvements.

7. Present basic transportation improvement financing information.

8. Present the short and long-range planned improvements.

The ***Statewide Transportation Plan*'s** goals and objectives are based on the Cabinet's mission and goals and the objectives of the federal transportation initiatives contained in ISTEA and TEA-21. The goals and objectives have been reviewed and commented on by various interests within the Cabinet and outside the Cabinet, with special input by the Cabinet's Intermodal Advisory Panel (IAP), an advisory group of government and industry members who provide direction to the Cabinet on intermodal issues and specific modal issues as well. The Plan has four goals.

- Preserve and Manage the Existing Transportation Infrastructure to Ensure Mobility and Access
- Support Economic Development by Providing System Connectivity
- Strengthen Customer Relationships Through Coordination and Cooperation in the Transportation Planning Process
- Enhance Transportation Safety and Convenience To Ensure Mobility and Access

The *Statewide Transportation Plan* presents a demographic overview of Kentucky's geography, population, industry, tourism impacts, income, minority populations, and economic incentive programs. Kentucky's major sources of employment reflect the shifting of Kentucky employment from a rural, farming, non-industrial population to that of a major industrial center in the eastern United States and an intermodal transportation crossroad. Kentucky's infrastructure has allowed industry to migrate from the metropolitan centers to the counties adjacent to the urban centers in the state. Population increases in the rural lake areas of the state are also reflecting an increase in retirees locating in the state as well as an increase in tourism centered around Kentucky's lakes and parks. With the continued improvement of Kentucky's Interstate and Parkway System, Kentucky has also seen an ongoing shift of industries and services to the counties surrounding the major roadway systems.

The *Statewide Transportation Plan* is a multimodal document which provides an overview of Kentucky's air, bicycle and pedestrian, highway, public transit, rail, water, intermodal and intelligent transportation systems. The Transportation Cabinet has traditionally been active in planning and implementing improvements related to the air, bicycle and pedestrian, highway, and public transportation systems. Planning and implementing improvements for the rail, water, and intermodal transportation systems have traditionally been conducted by private companies, local governments or the federal government. The Transportation Cabinet has taken an initiative to improve its relationship with the rail, water, and intermodal transportation industries and work with them toward the creation of an improved statewide intermodal transportation system. The area of intelligent transportation systems represents the latest advancement in information and communication technologies which can now be applied to Kentucky's vast transportation infrastructure of highways, bridges and waterways, and vehicles including cars, buses, trucks, trains, planes, and boats.

The *Statewide Transportation Plan* describes the statewide planning process and how Kentucky is utilizing this process to determine its transportation improvement and future system needs. The statewide planning process has provided Kentucky with a planning method through which the state can utilize the various management systems, economic goals, goals and objectives of other Kentucky state agency plans, public involvement, consultation with local government officials and coordination with other resource agencies and interest groups, as well as with private industries, to develop a comprehensive and coordinated long-range transportation plan for all modes in Kentucky.

The *Statewide Transportation Plan* describes the public participation activities which have been used to identify transportation needs, prioritize those needs, and obtain public input on specific improvement projects. The Transportation Cabinet has solicited transportation needs from public participation committees and various other public interests, local elected officials, local and regional planning agencies, and Cabinet staff. Transportation needs are also identified through discussions with and correspondence from citizens, businesses, other elected officials, and the Cabinet's Intermodal Advisory Panel (IAP). Special attention is given to the identification of and prioritization of highway needs. The highway needs have a local priority assigned to them by local elected officials and a regional priority by each of the state's fifteen Area Development Districts through public involvement committees. The Cabinet seeks to tailor its public involvement procedures to reach traditionally underserved communities, including low-income and minority communities, and include those groups in the transportation decision making process. The Transportation Cabinet then assigns a statewide priority after considering various factors including: continuation of committed Six Year Highway Plan projects, local, ADD, and District Highway Office priorities, previous study recommendations, various highway performance measures and local, ADD, and Highway District priorities. Identified and prioritized improvement projects are then analyzed to reflect a statewide corridor approach for implementation and continuity.

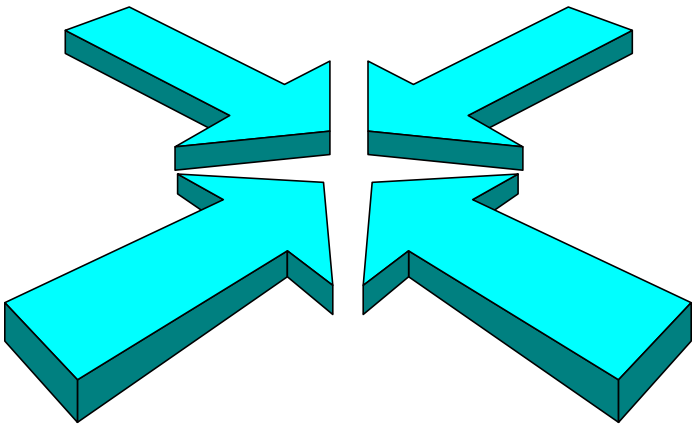
The *Statewide Transportation Plan* provides transportation improvement financing information. The Transportation Cabinet is responsible for planning and implementing improvements for several modes of transportation. Local, state, and federal funds are used to plan for and implement these improvements. The source of these funds and how these funds are distributed are presented. Although the number of years for which the long-range funding is provided varies according to the various federal agency funding for each mode, the Cabinet is also interested in pursuing, when feasible and appropriate, public/private partnerships to implement transportation improvements.

The *Statewide Transportation Plan* identifies planned short and long-range improvements over a twenty-year period. Planned short-range improvements are those improvements that have been specifically defined and have some commitment of funding. An example of this type of improvement would be a project listed in the Cabinet's Six Year Highway Plan or an urbanized area's Transportation Improvement Program. Planned

long-range improvements are those improvements that have been identified as needs but have not had a specific commitment of funding. An example of this type of improvement would be a need listed in the Long-Range Highway Element of the *Statewide Transportation Plan***,** an urbanized area's Long-Range Transportation Plan, or the Kentucky Aviation System Plan.

This ***Statewide Transportation Plan*** is the second, multimodal, long-range plan produced by the Kentucky Transportation Cabinet. The first Plan was developed in 1995. The statewide transportation planning process will continue to develop and evolve over future years. This continued development will include enhancing the public input and participation process, further addressing the planning factors of TEA-21, coordinating and reflecting the state's economic development goals, and coordinating and cooperating with local, regional, state and private transportation interests. It includes the evolution of the state's entire transportation system as improving technology is applied to our transportation network. Although the Cabinet cannot foresee all problems which Kentucky's transportation system will encounter through the year 2018, this Plan represents the Cabinet's "best guess" as to what problems, issues, and obstacles the Cabinet may face and address through this time period. Future versions of the ***Statewide Transportation Plan*** will continue to reflect this effort and the transportation improvements resulting from this approach.

MISSION STATEMENT
FOR THE
TRANSPORTATION CABINET
AND THE
GOALS AND OBJECTIVES
OF THE
1999
STATEWIDE
TRANSPORTATION
PLAN



THE MISSION OF THE TRANSPORTATION CABINET AND THE GOALS AND OBJECTIVES OF THE 1999 STATEWIDE TRANSPORTATION PLAN

The mission of the Kentucky Transportation Cabinet centers on four positive attributes that are expected of any transportation system: safety, efficiency, environmental soundness, and fiscal responsibility. The Cabinet shall also provide "…a transportation system which promotes economic growth and enhances the quality of life in Kentucky." One of the strategies that will be used to achieve this mission will be to properly identify, evaluate, coordinate, prioritize, and communicate transportation needs. This strategy generally describes the statewide transportation planning process. This strategy will be enhanced by including the federal transportation initiatives found in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, further enhanced by the National Highway System Designation Act of 1995, and continued and refined by the Transportation Equity Act for the 21st Century (TEA-21). It will attempt to respond to future legislation and regulations as necessary.

The statewide transportation planning process has its roots in the mission and goals of the Kentucky Transportation Cabinet and the objectives of the federal transportation initiatives of ISTEA and TEA-21. The *Statewide Transportation Plan* will reflect the results of a continuous, cooperative and comprehensive statewide transportation planning process and will be the basis for the development of the *Statewide Transportation Improvement Program*.

Based on the Transportation Cabinet's mission and the objectives of the federal transportation initiatives, four goals have been identified for the statewide transportation planning process and its *Statewide Transportation Plan*:

Goal 1	**Preserve and Manage the Existing Transportation Infrastructure to Ensure Mobility and Access**

Maintain and/or upgrade the existing infrastructure to an acceptable level of service and manage the existing system to realize improved efficiencies.

Goal 2	Support Economic Development by Providing System Connectivity in Kentucky's Transportation System

Enhance the connectivity of the individual modes with the business and economic centers of the state and improve the connectivity between the modes both within the state and as an integral part of the intermodal system for the nation.

Goal 3	Strengthen Customer Relationships through Coordination and Cooperation in the Transportation Planning Process

Establish or improve relationships with the wide variety of local, regional and private interests, striving to encourage the involvement of traditionally underserved communities, particularly low-income and/or minority communities, involved in or affected by the transportation planning process.

Goal 4	Enhance Transportation Safety and Convenience To Ensure Mobility and Access

Improve the safety and convenience of Kentucky's transportation system for the benefit of motorized and nonmotorized users, serving the mobility needs of both people and freight and improve the quality of life for Kentuckians.

GOAL 1: Preserve and Manage the Existing Transportation Infrastructure to Ensure Mobility and Access

There is a tremendous investment in Kentucky's multimodal transportation system, which serves millions of daily users. With ever increasing demands on limited transportation resources, we must strive to preserve the infrastructure and manage the existing transportation system to increase efficiency. The following objectives outline the methods by which this goal will be achieved:

- Systematically replace, rehabilitate, and improve the highway infrastructure to provide an acceptable level of service for present and future traffic volumes. This will be accomplished by utilizing the results of the Pavement Management System (PMS) and the Bridge Management System (BMS). This will also be accomplished by using the results of the Highway Performance Monitoring System (HPMS) and the Traffic Monitoring System for Highways (TMS/H) to identify long-range capacity improvement needs.

- Continue to consider and interact with the Strategic Plans of other state and federal agencies and plan to interact with any future Strategic Plans as may be developed during the 20-year period.

- Increase the efficiency of the transportation system for both private and commercial motor vehicles by using advanced technologies and system management methods to reduce traffic congestion, improve traffic flow, and improve air quality. This will be accomplished through the use of data obtained from the Intermodal Management System (IMS), and the Intermodal Access and Freight Movement Study, the statewide planning and implementation of Intelligent Transportation Systems (ITS), utilization of technologies developed for Advanced Traveler Information Systems (ATIS) and the Commercial Vehicle Information and Safety Network (CVISN).

- Assist in the preservation of Kentucky's aviation system. This will be accomplished by following long-range comprehensive planning for the state as a whole and using available funding to make the necessary operational improvements, upgrade navigational aid and weather systems, and improve highway access to Kentucky's airport system.

- Systematically support the public transportation infrastructure to provide an acceptable level of service. This will be accomplished primarily through the Office of Transportation Delivery. Special emphasis will be given to identifying low income areas and areas with concentrations of those who are transportation disadvantaged, coordinating existing public transportation services through the Office of Transportation Delivery, analyzing the affect of proposed transportation corridor improvements on that service, and coordinating public and private transportation providers to provide goods and timely service to all rural areas at a reasonable rate.

GOAL 2: Support Economic Development by Providing System Connectivity

Connectivity within and among the various modes directly affects the effectiveness and efficiency of the total transportation system. Kentucky's success in the nation's economic development arena will depend on the extent to which our transportation system serves that need. In today's global economy, this connectivity is important in moving raw materials and finished products to and from destinations all over the world. The following objectives outline the methods by which this goal will be achieved:

- Develop sufficient highway and/or public transportation access to water ports and terminals, airports, rail facilities, intermodal facilities, major freight distribution points and military installations.

- Develop a transportation system, which will reflect the economic and demographic profiles of the Commonwealth as a whole within a 20-year period.

- Provide adequate connectivity between the major population and business centers located in Kentucky and surrounding states. Kentucky's interstate highways and parkways have opened virtually every region of the Commonwealth to economic opportunity, but many local communities within these regions still lack the quality transportation system necessary to attract new developments.

- Provide adequate connectivity between smaller population and business centers in Kentucky with the major population and business centers.

- Provide better access through improved intermodal connectors and access routes, increasing the economic potential for the smaller community.

- Develop improved access and highway signage for the recreation and tourism sectors of the economy. This will involve national parks, state parks, recreation and scenic areas, monuments, historic sites, scenic highways, and heritage trails.

- Establish and enhance the efficient integration and connectivity of the various transportation systems to increase the accessibility and mobility options available to people and for freight movement. This will be accomplished by using all the results of the Intermodal Management System (IMS), the metropolitan Congestion Management Systems (CMS), the Office of Transportation Delivery Program, the Intermodal Access and Freight Movement Study, the Kentucky Aviation Systems Plan, the State Bikeway Plan, and the Public Riverport Development, and Intermodal Access Study.

Goal 3: Strengthen Customer Relationships Through Coordination and Cooperation in the Transportation Planning Process

To continually improve Kentucky's transportation system, the transportation planning process must involve coordination among and cooperation with a multitude of transportation-related interests. The document that reflects the results of this process is the *Statewide Transportation Plan*. The following objectives outline the methods by which this goal will be achieved:

- Coordinate and cooperate with the Metropolitan Planning Organizations (MPOs) who are responsible for transportation planning in the seven urbanized areas (Louisville, Northern Kentucky, Lexington, Owensboro, Ashland, Henderson-Evansville, and Ft. Campbell-Clarksville). The Cabinet will coordinate the transportation plans, programs, and planning activities between the MPOs and rural areas. The result of these efforts will be the identification of long-range transportation improvements within the urbanized areas that will be consistent with and complement transportation improvements outside the urbanized areas, and which will ensure connectivity.

- Coordinate with the Division of Air Quality to assure compliance with the State Implementation Plan (SIP).

- Consult with local elected officials and local/regional planning agencies in areas outside the urbanized areas. The Cabinet will strive to actively involve all partners and affected parties in an open, cooperative, and collaborative process, beginning at the earliest planning stages and continuing through project development, construction, and operations. The Cabinet will seek to ensure that those historically underserved by the

transportation system, including minority and low-income populations, are included in our outreach. The result of these efforts will be the identification of long-range transportation improvements outside the urbanized areas that will be consistent with and complement transportation improvements in the metropolitan areas.

- Ensure public involvement in the transportation planning process both within the urbanized areas and outside the urbanized areas. This will include public input during the identification of transportation needs and public review of transportation planning documents such as the *Statewide Transportation Plan* and the *Statewide Transportation Improvement Program.*

- Consider the overall social, economic, energy and environmental effects of transportation decisions and promote energy conservation while seeking to sustain and enhance the quality of life. Such considerations will include, but will not be limited to:

    1. Federal Water Pollution Control Act and the State Water Quality Guidelines.

    2. Federal, state, or local energy use goals and programs.

    3. Consideration of alternate forms of transportation and project alternatives that have fewer social and environmental impacts. Strive to train Cabinet staff in areas of environmental awareness and alternatives, including but not limited to, environmental justice, protection of water quality, wildlife habits and hydric soils.

    4. Preservation and enhancement of historic sites, prehistoric sites, and natural environments.

    5. Federal Clean Air Act. Kentucky has two metropolitan areas that are designated as moderate non-attainment for ozone: Louisville, consisting of Jefferson and portions of Bullitt and Oldham Counties; Boone, Campbell and Kenton. The MPOs for these metropolitan areas have a major responsibility to ensure that the MPOs' Transportation Improvement Plan (TIP) and Long-Range Plan (LRP) conform to Kentucky's Air Quality State Implementation Plan, as well as the Amended Final Conformity Rule Guidelines, September 15, 1997. The Cabinet's Divisions of Multimodal Programs and Environmental Analysis jointly complete the rural area analysis. Kentucky also has some areas designated as air quality "maintenance" areas by EPA. The counties listed in this category are Fayette, Scott, Daviess, Edmonson, part of Hancock County, the Ashland area, consisting of Boyd and a section of Greenup County, and the rural area near Paducah, consisting of Marshall and a section of Livingston County. Kentucky recognizes that this redesignation does not remove the responsibility of meeting the current conformity analysis requirements for "maintenance" areas. All nonattainment and "maintenance" areas are required to perform emission inventories, which are compared to emissions budgets contained in the State Implementation Plan. After review by Kentucky's Division of Air Quality, EPA and FHWA, plans which show emission inventories below the budget levels are designated as being in conformity.

Plans that have not been formally approved or exceed the budget levels are not designated as being in conformity. Currently three such areas exist in Kentucky:

(a) Livingston and Marshall Counties: Approval of a conforming transportation plan is not foreseen in the near future as exceedances of the budget level exist for oxides of nitrogen.
(b) Jefferson, Oldham, and Bullet Counties: If the non-attainment area receives too many "exceedances" during the current ozone season, Louisville will be bumped from "Moderate" to "Serious Non-Attainment" Status.
(c) Greenup and Boyd Counties: The proposed conforming Transportation Improvement Plan (TIP) is under review by the FHWA and FTA at this time. Kentucky will strive to work in conjunction with the regional planning agencies to educate areas of the state not previously affected by air quality issues and to work toward achieving air quality goals of reducing nonattainment areas of the state.

- Consider and develop strategies for incorporating bicycle and pedestrian facilities in transportation projects across the state. The MPOs will address this in the metropolitan areas. This will be addressed outside the metropolitan areas by cooperation, coordination, and consultation among local/regional planning agencies, local elected officials, and the Transportation Cabinet. The incorporation of bike and pedestrian facilities will be encouraged within the design process. The development and coordination of bicycle and pedestrian facilities will be encouraged through Kentucky's first State Bicycle Plan to be completed in Calendar Year 2000.

- Preserve right-of-way for future transportation improvements.

- Determine transportation improvement financing to maximize the impact of available financial resources. Such determinations may include: (1) identifying investment strategies designed to obtain the most efficient use of existing facilities; (2) developing investment strategies to improve adjoining state and local roads that support rural economic growth and tourism development; (3) implementing transportation improvements; and (4) when deemed appropriate, using innovative financing mechanisms such as value capture pricing, tolls, public-private partnerships, incremental tax financing, and privatization.

GOAL 4: Enhance Transportation Safety and Convenience to Ensure Mobility and Access

Safety and convenience have been transportation-related goals for many years. While the safety and convenience of Kentucky's transportation system are foremost in the minds of the millions of daily users, it is also very important to consider improving the quality of life for people in all regions of Kentucky. The following objectives outline the methods by which this goal will be achieved:

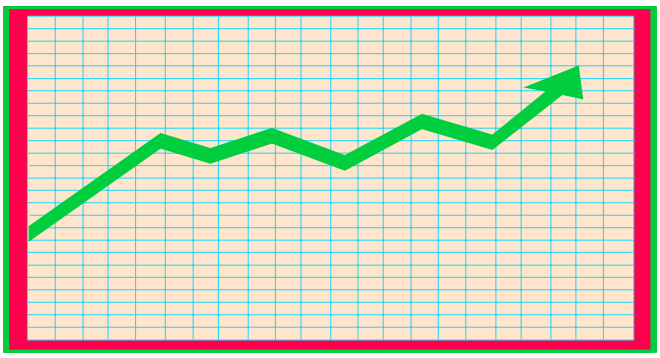
- Improve the safety of the transportation system to decrease the number of fatalities and injuries and the amount of damage to personal property.

- Increase the safety of the transportation system through the strategic deployment of Intelligent Transportation Systems (ITS). The use of ITS will allow the Cabinet to facilitate traffic flow and increase communication to the public of congested areas or temporary problems due to accidents or construction. The Cabinet will also increase safety of the transportation system through such commercial safety programs as the Commercial Vehicle Information and Safety Network (CVISN) and the Motor Carrier Safety Assistance Program (MCSAP).

- Cooperate with the railroads to improve, where appropriate, existing rail-highway at-grade crossings with enhanced protection devices.

- Identify and evaluate projects and strategies to expand or enhance public transportation services and increase usage of these services, with special emphasis on providing services to the transportation disadvantaged. With increased economic opportunity in mind and improved delivery of basic transportation services, providing adequate public transportation must be a strong consideration in all regions of the Commonwealth.

A DEMOGRAPHIC OVERVIEW OF KENTUCKY



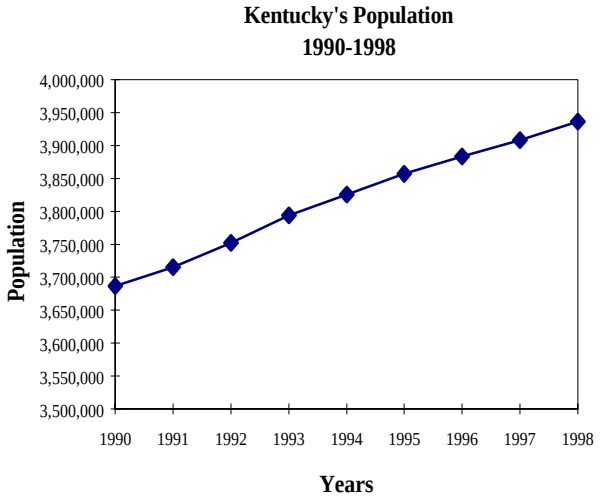
A DEMOGRAPHIC OVERVIEW OF KENTUCKY

Kentucky's location in the center of the eastern United States places it along the nation's major highway, rail, inland water, and air transportation routes. The state is bordered by seven states. Kentucky ranks 37th in area among the 50 states with an area of 40,411 square miles. Kentucky's diverse geography, climate, location in the center of the nation's industrial and economic markets, and position as a crossroads state have resulted in a complex transportation system to meet the diverse needs of its population.

POPULATION

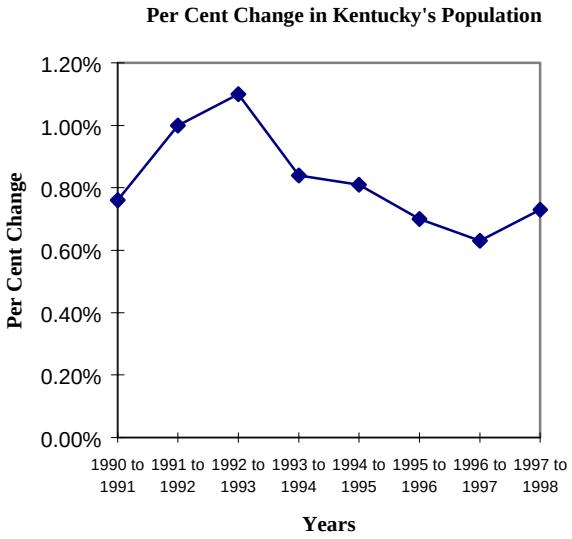
Kentucky's 1998 population estimate of 3,936,499 reflects a slight increase (0.7 percent) from the 1997 estimate. This change reflects the pattern of continued increase of the 1990s, although at a slightly slower pace than during the first seven years of the decade, as shown in Figures 3.1 and 3.2.

FIGURE 3.1



Source: U.S. Dept. of Commerce, Bureau of the Census

FIGURE 3.2



Source: U.S. Dept. of Commerce, Bureau of the Census

The average population density in 1990 was 91 per square mile, with higher densities occurring in the north central, eastern and western parts of the state. Exhibit 1 shows the sixty-five counties that experienced a loss in population between 1980 and 1990 and those counties that experienced a gain in population for the same period.

This population change reveals a decrease in some urban counties, but there is also a continued out-migration from the rural counties of Eastern Kentucky (Pike, Floyd, Letcher, Perry, Breathitt, Johnson, Leslie, Clay, Harlan, and Bell) and to a lesser extent from the rural counties of South Central and Western Kentucky. This migration of the available work force is at least partially attributable to a lack of employment opportunities in these rural areas.

Exhibit 2 shows a very similar pattern of population change in Kentucky's counties from 1990 to 1998. Although a greater increase in population was seen in Kentucky's lake areas, particularly Lyon and Trigg Counties, the counties reflecting the greatest gains over the last two decades were counties with high manufacturing and industrial bases, but not specifically those counties with major cities located in them. The fifteen counties in Kentucky experiencing the greatest growth between 1990 and 1998 include: Spencer, Boone, Oldham, Gallatin, Grant, Scott, Anderson, Trimble, Bullitt, Lyon, Nelson, Garrard, Trigg, Jessamine and Meade, in order of the greatest increase. The most growth occurred in the rural and "ex-urban" (those counties adjacent to the urban counties) and those counties along Interstates 64, 65, 71, and 75 (Exhibit 2).

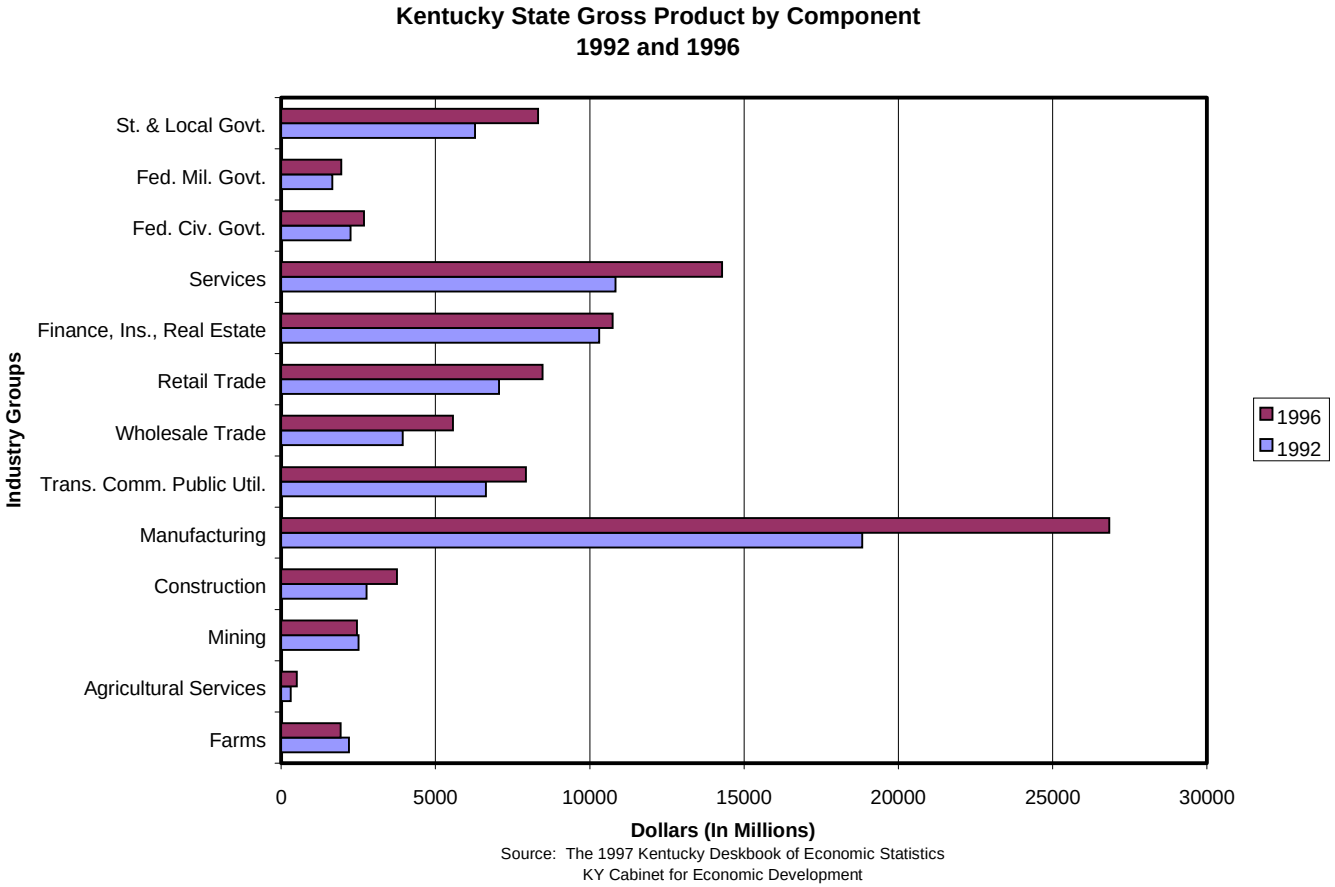
The urban areas in Kentucky have generally experienced a continued net in-migration in every decade since 1940. Also, the number of urban counties has increased since 1960. However, while the state's urban centers have certainly grown, the urban population has become more dispersed, spreading into the neighboring counties. As a result, the "ex-urban" counties (those without a major central city, like Boone and Oldham) have been among the fastest growing counties in the state over the last three decades. As one would expect, much of the population decreases were seen in the more rural counties (Harlan, Monroe, Carroll, Mason, and Martin) in Kentucky. However, unlike the nation as a whole, Kentucky still remains a relatively rural state. More than one-fourth of the state's population lives in Kentucky's largest cities, but almost 52 percent of the population lives in the rural areas. Nationally, only one quarter of the population lives in rural areas. Exhibit 3 shows the distribution of Kentucky's population by county in 1990, the most recent census year.

It is important to note that many population projections suggest that increasing growth will occur with the proportion of older residents in Kentucky, as is projected nationally as well. Kentucky's elderly population living in rural areas (44 percent) is already nearly twice that of the nation (25 percent). If Kentucky continues to retain many of its residents as they reach retirement age, this percentage of elderly population living in rural areas in Kentucky is likely to increase. Recent rural migration has been strongest in areas near the state's large recreational lakes, for example. The University of Kentucky Center for Business and Economic Research forecasts the population of 50 to 59 year-old Kentucky residents to grow by four percent per year from 1998 through 2000 (1998 Annual Economic Report). The Center predicts the number of persons over age 85 will grow by 5.4 percent per year over this same period. Therefore, it is reasonable to expect an increase in the traffic flow on rural roads in the lake areas and the communities surrounding them. It is possible that we could see a stronger need for rural public transit in these areas as well in future years.

INDUSTRY

Until the 20th century, farming was the main source of income in Kentucky. Manufacturing was limited, largely due to processing agricultural commodities and timber resources. A shift toward manufacturing began in the 1930s and increased markedly after 1945. The state's success in attracting new industries was in part due to the abundance of coal and the availability of low-cost hydroelectricity. As the 1990s began, manufacturing became Kentucky's dominant economic activity, followed by the services, financial, retail trade, transportation and utilities, and governmental sectors. Figure 3.3 shows that the largest industry groups, based on their contribution to the total state gross product in 1996, were as follows: manufacturing, services, financial, insurance and real estate, retail trade, and state and local government. State gross product statistics for 1997 reveal the same pattern as for 1996 with manufacturing leading the list of contributors to the state gross product.

FIGURE 3.3

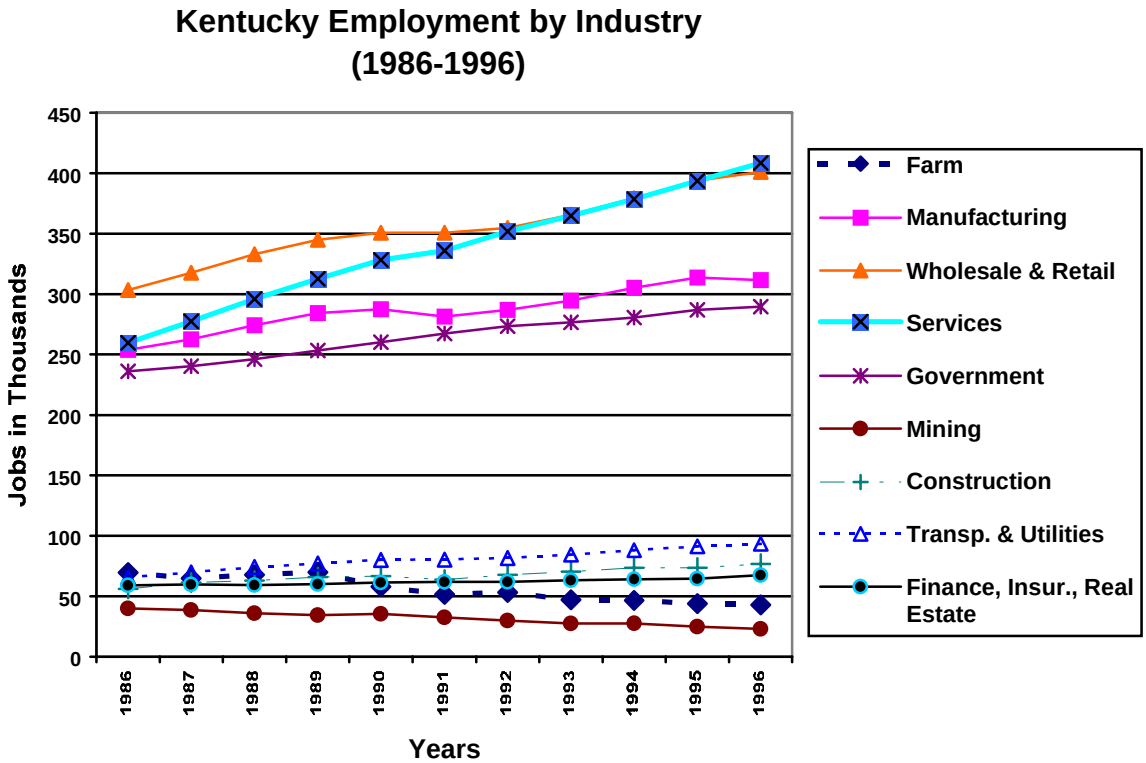


Manufacturing accounted for approximately 16.9 percent of Kentucky jobs in 1997. Employment in this sector showed an increase of 24 percent between 1969 and 1994, while the national figure reflected a 7 percent decline. Projections made by the University of Kentucky's Center for Business and Economic Research show that growth in manufacturing should continue at an average annual rate of 0.7 percent from 1998 through 2000, while a decline of 0.3 percent is forecast nationally (Figure 3.4).

In 1997 the principal manufacturing employers in Kentucky included the transportation industry, industrial machinery, printing and publishing, textiles and apparel, food, and electric/electronic equipment. Employment in the transportation industry (automobiles and satellite industries) moved from fourth in 1993 to the top employer by industry in 1997.

Manufacturing will remain the key to creating economic wealth. Kentucky's geographically strategic position has enabled it to become a major participant in the automobile assembly and parts supply industry. However, research suggests that small manufacturers in rural areas have lower adoption rates of new technologies than their urban counterparts. Part of the reason is that smaller firms generally have greater difficulty finding skilled workers. Therefore, there may be a need to develop more skilled workers in Kentucky. Kentucky should not ignore rural areas as having a tremendous potential for economic growth in the future.

FIGURE 3.4



Source: 1998 Kentucky Deskbook of Economic Statistics
KY Cabinet for Economic Development

INSERT EXHIBIT 1

INSERT EXHIBIT 2

INSERT EXHIBIT 3

From 1989 to 1998, the "services" and "wholesale and retail trade" sectors also showed relatively large growth in employment. While little growth is expected in earnings per employee, the number of workers employed in these employment sectors is expected to continue to grow. In 1998 the "services" sector accounted for approximately 25 percent of the jobs in Kentucky. It is projected that the "services" sector employment will grow by about three percent annually through the year 2000, while the growth rate for this sector nationally is 2.8 percent.

Relative to the nation, employment growth in Kentucky has also been more rapid in transportation, communications, and utilities. This trend in part reflects the greater demand for communication and utility services as the lower-income areas of the state have caught up with service levels nationwide. The state's advantageous location relative to national population centers may in part explain the higher-than-average growth in transportation and wholesale trade.

The same trends that the residential population exhibit are mirrored in the manufacturing and service industries, which serve that population. Commercial businesses that were concentrated in downtown areas are dispersing throughout the suburban areas. Kentucky has welcomed new industries, shifting from the industrial midwest, partly due to the new more effective systems of trucking and intermodal freight movement, and the growing commercial transportation corridors connecting the South and the upper Midwest. As a result, we have seen a growing truck, rail, and intermodal freight network in Kentucky.

As shown in Exhibit 4, sixty-seven counties in Kentucky currently have a minimum of fifty acres of industry-ready sites available for manufacturing and industry. "Industry-ready" means sites with utilities and roadways already in place and ready for immediate construction or occupation of speculation sites. Kentucky has also recently initiated a cooperative program of establishing Regional Industrial Parks in rural areas. The first six regional parks, which are a cooperative venture between several counties, are shown in Exhibit 4 and are also listed below with the participating counties for each Industrial Park:

- East Park Regional Industrial Park – Boyd, Carter, Elliot, Greenup and Lawrence
- MMRC Regional Industrial Park – Carter, Menifee, Morgan and Rowan
- Honey Branch Regional Industrial Park – Floyd, Johnson, Martin and Pike
- Coalfields Regional Industrial Park – Breathitt, Harlan, Leslie and Perry
- Four Star Regional Industrial Park – Henderson, McLean, Union and Webster
- South East Industrial Park – Knox, Laurel and Whitley

It is anticipated that, with the establishment of such regional parks, economic growth will begin to flourish in the rural areas of Kentucky. With available industrial sites, a strong civilian work force, and high unemployment rates in the rural counties (Exhibit 5), together with accessible transportation routes, Kentucky is in a prime position to attract industry to the Commonwealth. To remain economically competitive, Kentucky will continue to need an effective transportation network providing good access for moving freight and people to and from these locations.

TOURISM

Kentucky enjoys a major tourism industry with millions of travelers contributing a total of $7.4 billion to Kentucky's economy in 1997. Approximately 80 million tourists visit Kentucky each year. Kentucky has six national areas – Mammoth Cave National Park, Land Between The Lakes, Cumberland Gap National Historical Park, the Daniel Boone National Forest, Big South fork National River and Recreation Area, and the Abraham Lincoln Birthplace National Historic Site. About four million people visit the three main areas in the state which are administered by the National Park Service. In 1996 almost two million people visited Mammoth Cave National Park, located off I-65 in South Central Kentucky. This cave contains the longest known cave system in the world. Other areas are Abraham Lincoln's Birthplace National Historic Site and Cumberland Gap National Historical Park. Big South Fork National River and Recreational Area, along a head stream of the Cumberland River and partly in Tennessee, is being developed for public use. In addition, the state maintains a system of 50 state parks including 16 resort parks and 34 recreation areas.

In 1997, expenditures in the travel and tourism industry resulted in the equivalent of 146,738 full-time year-round jobs, making it Kentucky's second largest private employer.

INCOME

Kentucky's median household income in 1997 was $33,452, ranking Kentucky 34th among the 50 states, with the number one rank having the highest median household income in the country. This ranking shows a considerable improvement over Kentucky's ranking of 48 in 1995. The median household income for the United States in 1997 was $37,005. However, the median household income in Kentucky grew faster between 1989 and 1997 than the median household income for the nation. The Kentucky figure was 90.4 percent of the national median in 1997, 84.9 percent of the national median in 1995, and 75 percent in 1989. The per capita income in Kentucky has remained highest in the more urban counties of Jefferson, Oldham, Fayette and Woodford, the only counties to exceed the national average of $22,047 in 1994 and $25,288 in 1997. Fayette and Woodford Counties also contain many of the state's horse farms, influencing the per capita rate. Kentucky's per capita income in 1997 was $20,570, ranking Kentucky 40th in the nation and 81 percent of the national average per capita income. The 1997 per capita income also reflects a 5.6 percent increase over the 1996 per capital income. However, Kentucky's per capita income in 1998 rose to $26,412, bringing Kentucky's per capita income level to 81.4 percent of the national average per capita income and a ranking of 39th in the nation.

The lowest incomes have historically been concentrated primarily in the eastern Appalachian area, where six counties did not reach even half of the national per capita figure in 1990. The lowest per capita income was in Elliott County (Eastern Kentucky), where the income was $10,079. Exhibit 6 reflects the distribution of the per capita income for Kentucky counties in 1997, the last census year.

According to the U.S. Department of Housing and Urban Development, the median family income for the United States was $47,600 in Fiscal Year 1999, while this same figure for Kentucky was only $39,300, or 82.6 percent of the national figure. The counties reflecting the highest family income were the Boone, Kenton and Campbell area in Northern Kentucky. The lowest family incomes were in Martin, Breathitt, Clay, McCreary, Owsley and Wolfe Counties. Wolfe County had the lowest median family income of $16,000 in Fiscal Year 1999. Most of these counties are located in the eastern rural region in Kentucky.

While Kentucky's poverty rate increased from 19.0 percent in 1989 to 19.6 percent in 1993, the poverty rate declined in 66 (55 percent) of the 120 counties during this same period. However, in 1995 Kentucky's poverty rate decreased to 17.9 percent, as compared to 13.8 percent for the United States for this same year. Of the 747,919 persons in poverty in 1993, 38.7 percent lived in the state's metropolitan areas. Exhibit 7 shows the concentration in the southeastern counties of a higher percentage of persons below the poverty level, as provided by the 1990 Census. The poverty level for a family of four was $16,813 in 1998.

Kentucky has 49 of the 120 counties located within the Appalachian Region, with 40 of those counties included in the Appalachian Regional Commission's designated "Distressed Counties." To be designated as a "distressed county", the county must meet the following guidelines:

- Have 150 percent of the US Unemployment Rate (8 percent)
- Have 150 percent of the US Poverty Rate (19.7 percent)
- Have less than 67 percent of the US Per Capita Market Income, or 200 percent poverty

MINORITIES

Kentucky's minority population in 1990 according to the 1990 Census Data was only 8.5 percent of the total state population. According to the Bureau of the Census' Estimates of the Population by Race for 1997, the percentages statewide and by county in Kentucky have changed very little. The percentage of minorities in Kentucky was estimated at 8.8 percent in 1997. "Minorities" in this document have been defined in the same manner as the U.S. Census Bureau and the FHWA Order dated December 2, 1988, as including the following races: Black, Asian American, American Indian, Alaskan Native and Hispanic. In 1990, the only counties having a minority percentage of more than 20 percent were Fulton County in far Western Kentucky and Christian County in southwestern Kentucky on the Tennessee border. In 1997 only one county had a minority percentage of greater than 20 percent, which was Christian County at 31.3 percent, followed by Fulton County at 19.6 percent. Exhibit 8 reflects the percentage of minorities in the total population for each county in Kentucky.

The counties in Kentucky having less than one percent of minorities in 1990 were almost all located in the eastern region of the state as shown in Exhibit 8. The only exceptions to the Eastern Kentucky geographic location for low minority populations were Marshall, McLean and Butler Counties in Western Kentucky, Casey and Clinton Counties in South Central Kentucky, and Grant, Bracken and Robertson Counties in Northern Kentucky.

In 1997, the estimates reveal the same distribution of low percentages of minorities by county with the following counties having the lowest percentages at 0.4 percent: Elliott, Robertson and Wolfe.

As shown by Exhibit 26 in the "Statewide Transportation Planning Process" Section of this document, Kentucky is striving to reach the underserved populations of the Commonwealth by studying routes which would provide greater access and connectivity for the minority and low income areas of the state. Kentucky will also incorporate the consideration of minorities and low-income populations when striving to plan for the best route alternatives and options for Kentucky's roadway projects. Exhibit 31 and 32 illustrate how Kentucky's Long-Range Highway Projects are distributed among Kentucky's counties, while showing the percentages of minority and low-income populations in each county.

ECONOMIC INCENTIVE PROGRAMS

There are two major economic incentive programs in Kentucky that merit special consideration for future transportation improvements: the federal Empowerment Program and the Kentucky Enterprise Zone Program (Exhibit 9). The Empowerment Zone initiative is a federal government program to enable the self-revitalization and growth of distressed urban and rural areas. In December 1994, the counties of Clinton and Jackson and part of Wayne County, Kentucky, received a rural Empowerment Zone designation. Businesses that qualify and operate in the Empowerment Zone will be eligible for federal incentives which include tax incentives and employer wage credit.

The Kentucky Enterprise Zone Program, created by the General Assembly in 1982, targets areas in the state which meet all of the following requirements: must have a continuous boundary; the average unemployment rate is at least 1.5 times the national average for 18 months; 70 percent of its residents have incomes below 80 percent of the locality's median income; and a population decline of 10 percent or more occurred between 1980 and 1990 Census years. The Enterprise Zone Program provides tax incentives to stimulate business and industrial growth in economically distressed areas. Some additional regulations are eased which encourage the development of the area for a period of up to 20 years after the date of designation. Kentucky has identified ten cities and communities as state enterprise zones since 1983. The state's four largest cities have designated enterprise zones – Louisville, Lexington, Owensboro, and Covington. The six remaining designated zones are: Ashland and Knox County in Eastern Kentucky; Paducah, Hickman-Fulton Counties, and Hopkinsville in Western Kentucky; and Campbell County, a large multi-jurisdictional zone in Northern Kentucky.

The transportation system for tomorrow is based on the structure, conditions, and habits of the past. Considering that corporate executives list highway accessibility, nearness to major markets, and accessibility to a major airport as the top three site selection factors, it is obvious that transportation will be a major component in Kentucky's future economic development.

In the following chapters, an overview of the existing transportation system, the federal and statewide planning process, the public involvement process, the project selection process, the funding of Kentucky's transportation system, and the long-range term and short-range improvements to meet the needs of Kentucky will be addressed.

INSERT EXHIBIT 4

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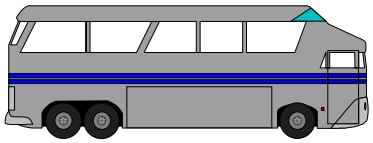
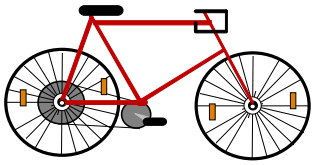
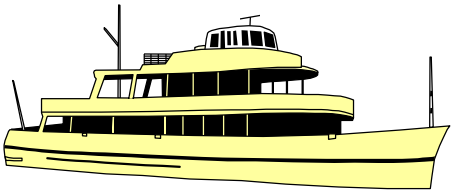
AN OVERVIEW OF KENTUCKY'S TRANSPORTATION SYSTEM







AN OVERVIEW OF KENTUCKY'S TRANSPORTATION SYSTEM

The Commonwealth of Kentucky has a diverse transportation system comprising airports, bicycle and pedestrian facilities, highways, public transportation, railroads, waterways, and intermodal facilities. Everyday this system is used to move people or freight from one location to another to enhance economic development and the quality of life in Kentucky.

This portion of the *Statewide Transportation Plan* will provide an overview of the various modes of Kentucky's transportation system. The purpose of this overview is to demonstrate the diversity of the transportation system and provide the general characteristics of each mode.

AIR TRANSPORTATION

Kentucky's air transportation system comprises five major airports and fifty-seven regional or city airports (Exhibit 10).

The five major air carrier airports are located in Boone County (Cincinnati/Northern Kentucky), Louisville, Lexington, Owensboro, and Paducah. These five airports offer regularly scheduled passenger and freight service. International flights are available at the Cincinnati/Northern Kentucky International Airport located in Boone County, the Louisville International Airport, and Blue Grass Field located in Lexington. Kentucky's airports vary in services, from those that offer a limited number of commuter flights to those that host hundreds of departing flights per day. Commuter services are only available at Owensboro and Paducah.

The two airports, which serve major hub operations, are the Cincinnati/Northern Kentucky and Louisville. DHL Worldwide Express and Delta maintain major hubs at the Cincinnati/Northern Kentucky International Airport, and United Parcel Service (UPS) operates its major international hub at the Louisville International Airport in Louisville. The annual service volumes of these major air carrier airports are indicated in Figure 4.1.

FIGURE 4.1

Annual Service Volumes of Major Commercial Airports		
Airport	Number of Passengers Boarding Planes (1998)	Pounds of Freight Handled (1998)
Cincinnati/No. Ky. International	21,500,000	8,000,000,000
Louisville	1,776,670	1,569,618,360
Lexington	541,636	5,908,607
Paducah	22,246	605,629
Owensboro	9,046	17,336

Source: Kentucky Transportation Cabinet, Division of Aeronautics

Fifty-seven regional or city airports complement the five major air carrier airports. Kentucky's general aviation airports provide services for business, government, and personal aircraft, and offer a variety of services. These airports can accommodate small to medium-size aircraft. Kentucky's airports and their proximity to the National Highway System in Kentucky are shown in Exhibit 11.

In 1997 the Kentucky Transportation Cabinet initiated an update of the Kentucky Aviation System Plan (KASP). The purpose of the plan was to:

- Inventory the public airports around the state.
- Summarize aviation trends and identify socio-economic factors that could affect aviation development.
- Prepare forecasts of general aviation activity and compile air carrier activity forecasts from existing information.
- Analyze the aviation system and determine development needs for the next 20 years.
- Examine the linkages of airports to other modes of ground transportation.
- Quantify the economic impacts of individual airports in terms of jobs and dollars.
- Quantify the total economic impact of all public airports combined in Kentucky.
- Communicate the study's results in easily understandable terms.

The KASP was finalized in February of 1998 and recommended airport development projects over a 20-year planning period. This study recommended standards for three levels of airports in Kentucky. These standards were based on the class of aircraft that would use the airport on a regular basis and the accepted Federal Aviation Administration (FAA) methods of

determining facilities for various types of airports. A list of project needs was developed to implement these three levels of airports. The specific project needs recommended to implement this three-level approach are included as Appendix A of this document for information purposes. However the entire Kentucky Aviation Systems Plan (KASP) Update for 1998 should be considered as included in the STP by reference.

Considering the current federal and state funding levels, this list of projects has not been approved for total funding, nor are ample funds anticipated at this time to fully implement the KASP plan. The Long-Range Plan is a financially-constrained document based on anticipated funding. Therefore, these projects are not included in the Short-Range or Long-Range Element of the current Plan.

The KASP divided the recommended airport development needs over the 20-year planning period into three stages. The short-range planning period (Stage 1) is 0-5 years. The intermediate planning period (Stage 2) is 6-10 years, and the long-range planning period (Stage 3) is 11-20 years. The recommended funding levels required to implement each of these stages has been included below.

- Stage 1 – 0 to 5 years $87,007,960
- Stage 2 – 6-10 years $135,170,940
- Stage 3 – 11-20 years $31,422,800

Total **$253,601,700**

It is important to note that these estimates do not represent approved funding levels in Kentucky, but are simply the results of the KASP recommendations of what it would take to bring Kentucky's Aviation System up to a sufficient level to provide good access for business, personal, and emergency needs across the state – in a phased approach as recommended in the KASP. Full implementation of the KASP will require action by the local airport owners/operators with assistance from both the State and Federal governments and the provision of additional funding.

The proposed enhanced Kentucky Aviation System in Kentucky, after the completion of all projects included in the 20-year plan, is shown in Exhibit 27, located in the "Presentation of Planned Improvements" Section of this document.

Kentucky is developing an Airport Capital Improvement Program for the first time, which will recommend improvements to Kentucky's airports over a six-year period. Funding for this plan will be based on anticipated Federal Aviation Administration funds, Kentucky appropriation of General Funds, and funding from the Kentucky Aviation Economic Development Fund approved by the 1998 Kentucky General Assembly. The available funding for the Air Transportation Program in Kentucky is presented in the Funding Section of this Plan.

BICYCLE AND PEDESTRIAN TRANSPORTATION

The bicycle and pedestrian transportation systems are concentrated largely in Kentucky's metropolitan areas. The bicycle transportation system is composed of shared roadways (bicycle and motorized vehicles share the roadways), bicycle lanes (a part of the roadway), and bicycle paths (separated from the roadway). The pedestrian transportation system is composed of sidewalks, pedestrian overpasses, pedestrian tunnels, and elevated walkways.

A Bicycle/Pedestrian Coordinator within the Transportation Cabinet coordinates all bicycle and pedestrian activities between the Cabinet, the Bicycle and Bikeway Commission, other state and local agencies, and the general public. A significant feature of the bicycle transportation system is the designation of a series of statewide bicycle routes (Exhibit 12). These mapped routes, which are shared roadway routes, will provide guidance for bicycle travel. The specific routes may vary slightly from year to year as travel conditions change, but the general corridors should remain the same. Kentucky's metropolitan areas, through their respective metropolitan transportation planning processes, have their own bicycle plans which should be referred to for guidance and more project specific data. Many regional and local planning agencies have also developed bicycle plans for some of the more rural and recreational areas of the state.

Kentucky has formulated a Statewide Bikeway Plan, which should be adopted in the near future. The bicycle and pedestrian planning effort also includes bicycle and pedestrian safety, educating motorists and bicyclists about the rules of the road, and promoting bicycling and walking as accepted forms of transportation.

HIGHWAY TRANSPORTATION

The highway system is the backbone of Kentucky's transportation system. The system comprises more than 73,033 miles of public roads and streets and provides access and mobility for millions of daily users. Nine interstate highways and nine state parkways combined provide about 1,412 miles of multi-lane limited-access highways. This integrated system of highways connects Kentucky with all major commercial centers in the eastern and central United States.

Of the more than 73,033 miles, approximately 45,700 miles are maintained by city and county governments, and the remaining 27,400 miles are state-maintained (1999 data). Exhibit 18 in the Water Transportation System Section also reflects the "Major Highway System" in Kentucky.

INSERT EXHIBIT 10

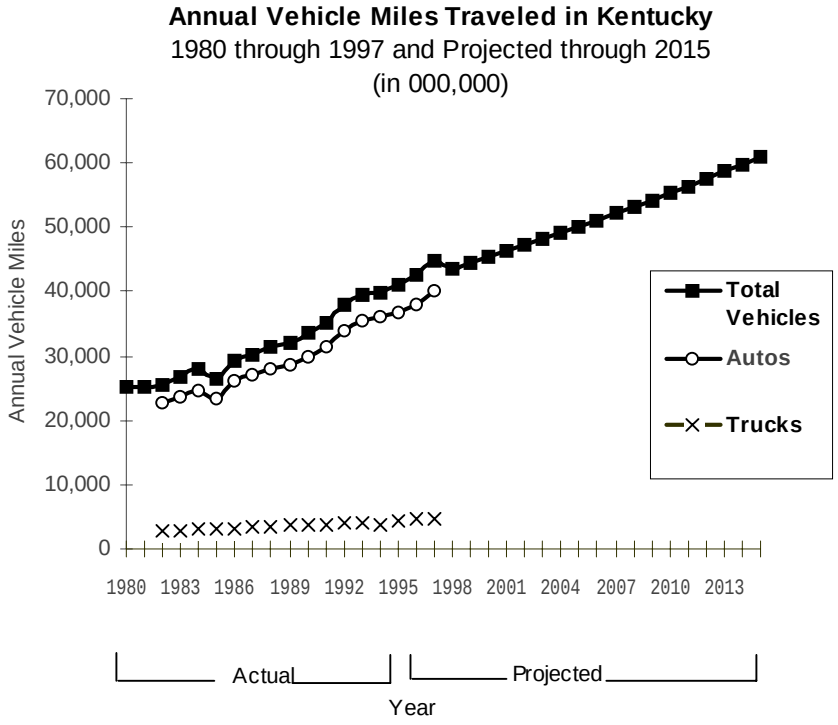
INSERT EXHIBIT 11

INSERT EXHIBIT 12

State-Maintained Highway System Service

The state-maintained highway system serves 122,915,000 vehicle miles of travel everyday or 44,864,000,000 vehicle miles of travel every year (based on 1997 data). We have seen an average increase in the annual vehicle miles of travel of approximately four percent per year over the last ten-year period from 1988-1998. This increase is due, in part, to the improved economy since 1993. The annual vehicle miles of travel have been projected through the year 2004 to increase at a continuing rate of approximately four percent a year, based on this ten-year average.

FIGURE 4.2



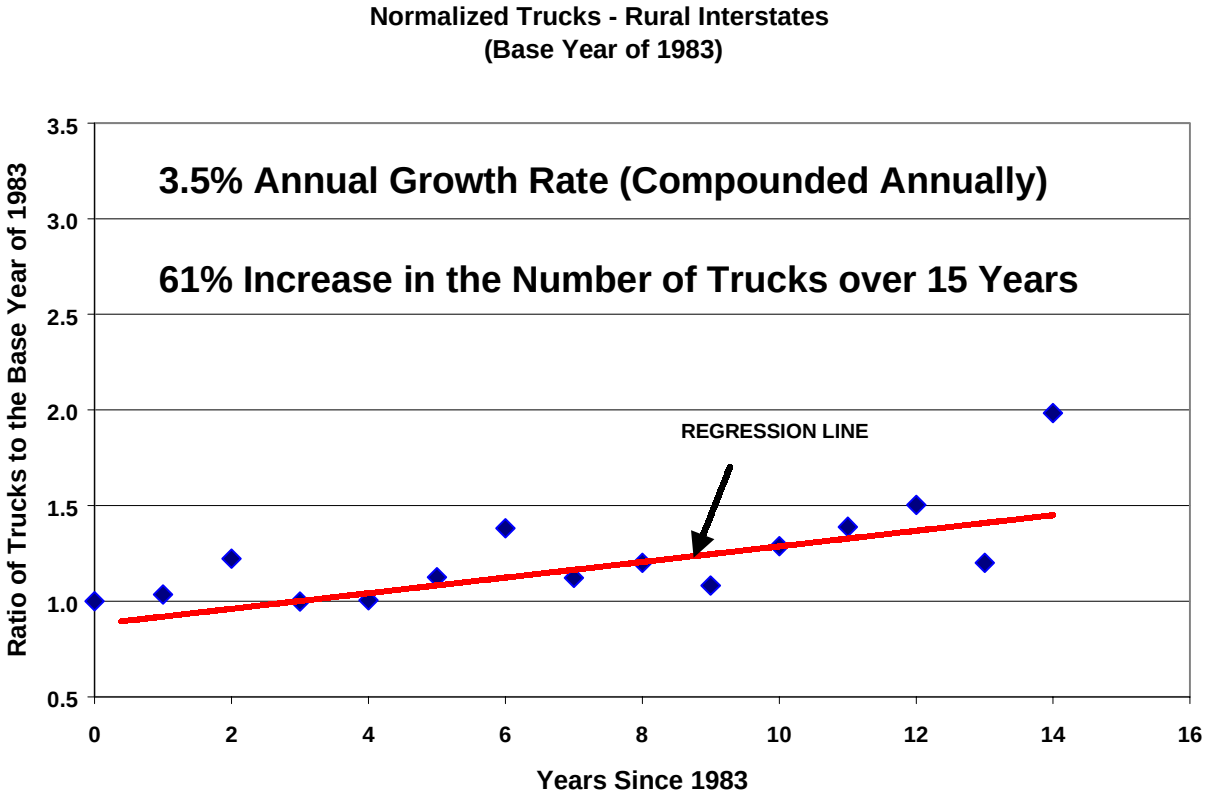
Source: Kentucky Transportation Cabinet, Division of Planning

The state-maintained highway system, which represents 37 percent of the total system length, serves 84 percent of the state's total daily vehicle miles of travel.

The state-maintained highway system serves 13,000,000 vehicle miles of travel by trucks everyday which represents 11 percent of the total daily vehicle miles of travel. However, we have seen a 3.5 percent annual growth rate in truck traffic on rural interstates in Kentucky, resulting in a total increase of 61 percent in the number of trucks travelling on Kentucky's rural interstates over the fifteen-year period from 1983 to 1998 (Figure 4.3).

FIGURE 4.3

Normalized Annual Average Daily Traffic (AADT)
Rural Interstates



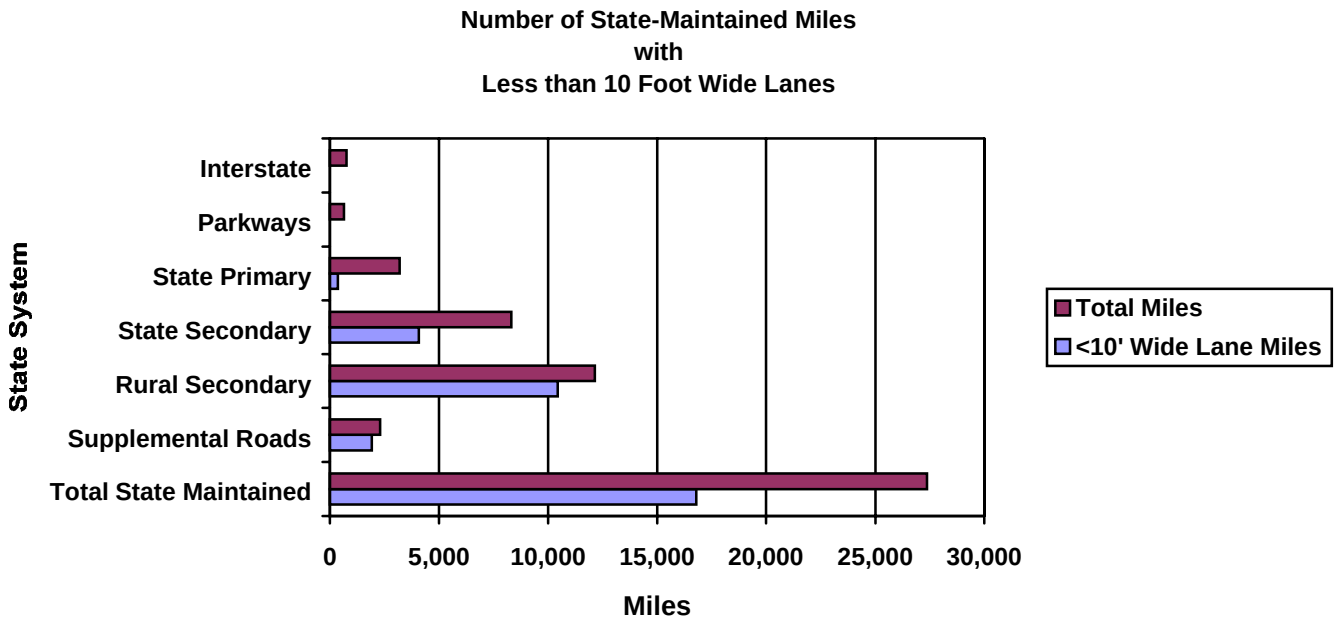
Source: Kentucky Transportation Cabinet, Office of Policy and Budget

As many as 51,000 freight carriers have been authorized to operate over Kentucky roads in the past two to three year period. However, the system serves approximately 40,000 freight carriers today, which represents the number of carriers that were authorized to operate in Kentucky in 1998. Most major trucking companies have end-of-the-line terminals in the state.

State-Maintained Highway System Condition

The 27,400 miles of the state-maintained highway system comprises approximately 59,800 lane-mil*es* of pavement and 8,800 bridges. In 1997, 61.38 percent of those state-maintained miles had lane widths of less than 10 feet. Figure 4.4 shows the distribution of those miles by state system. The Rural Secondary and State Secondary System roads have the greatest percentage of roads with lanes less than 10 feet in width (more than 80 percent); while the State Primary System has only 11.44 percent of mileage with lanes less than 10 feet wide.

FIGURE 4.4



Source: Kentucky Transportation Cabinet

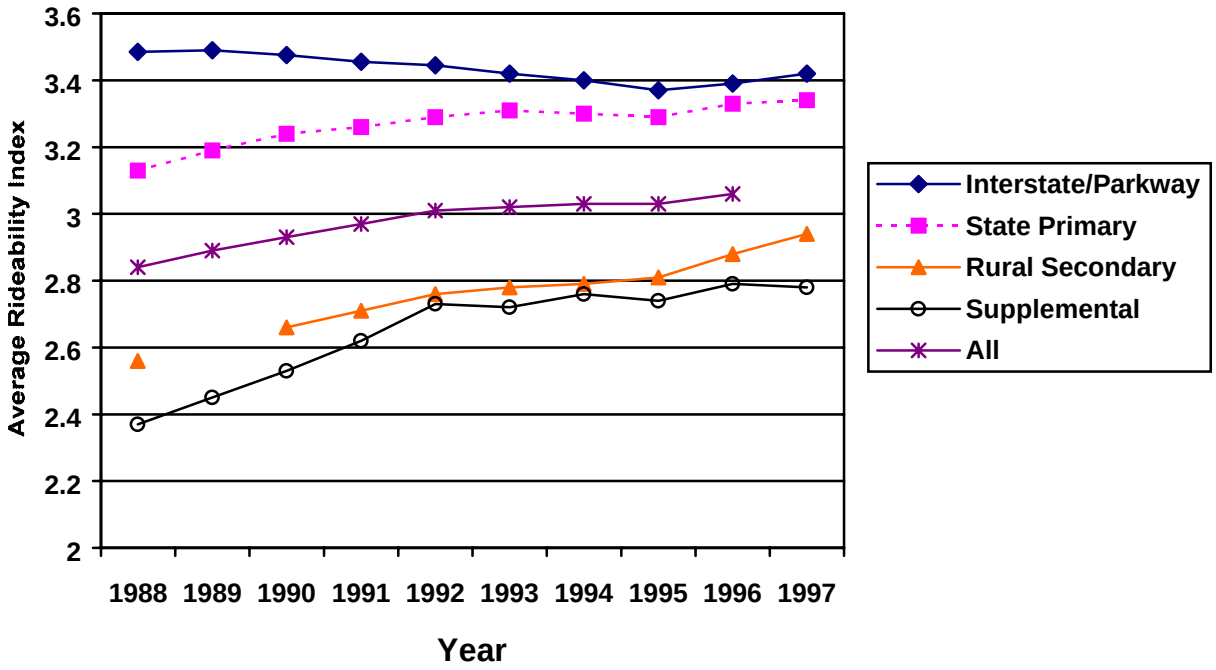
State-Maintained Highway System Performance

The performance of the state-maintained highway system can be measured in terms of the level of service provided to the users of that system. The Transportation Cabinet will be using four variables to determine changes, over time, in the level of service provided to system users. These variables include pavement rideability index, percentage of functionally obsolete and structurally deficient bridges, statewide accident rates and adequacy ratings.

As mentioned, the pavement rideability index (RI) is a general measure of pavement conditions. Over time, the change in rideability index for the state-maintained highway system gives an indication of the performance of the highway. The rideability index (RI) is based on a scale of 0 to 5. The following RI ranges are shown with a corresponding general condition: 0 to 1 is very poor, 1 to 2 is poor, 2 to 3 is fair, 3 to 4 is good, and 4 to 5 is very good. Pavement management data for 1997 indicates the average RI for all state-maintained pavements was 3.0 which is in the "good" category. The rideability index for all state-maintained roads has remained fairly constant since 1992, although there is a distinctive difference between the various state systems. The average rideability index by state system is shown in Figure 4.5.

FIGURE 4.5

Average Rideability Index
Kentucky State-Maintained Roads
1988 – 1997



Source: Kentucky Transportation Cabinet, Division of Operations

Figure 4.6 shows the median RI per vehicle-mile for the entire state-maintained highway system and the percent of pavements considered to be poor, fair, or good over an eleven-year period from 1987 through 1997.

FIGURE 4.6

Median and Average Pavement Rideability Index per Vehicle-Mile for the State-Maintained Highway System (1987-1997)

	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997
Median RI	3.21	3.21	3.22	3.26	3.28	3.30	3.30	3.30	3.29	3.32	3.35
Average RI	2.75	2.77	2.82	2.87	2.91	2.96	2.97	2.97	2.97	3.02	3.05
% Good or Very Good Condition	48.5	49.9	54.0	56.0	58.7	61.5	62.0	60.7	61.6	64.5	66.1
% Fair Condition	35.1	34.7	32.7	31.7	30.4	29.0	27.5	29.9	28.2	24.9	23.1
% Poor or Very Poor Condition	16.4	15.4	13.3	11.5	10.9	9.5	10.5	9.4	10.2	10.6	10.8

Source: Kentucky Transportation Cabinet, Division of Operations

The percentage of ”very poor to poor” and “fair” condition pavements decreased consistently from 1987 through 1992. However, the percentage of roads falling into the poor or very poor condition began to slowly increase in 1993 through 1997. The percentage of roads falling into the “fair” category continued to decrease over the entire eleven-year period of time. The mileage of pavements in poor condition decreased from 2,115 miles in 1987 to 945 miles in 1992. The percentage of roads in the “good to very good” category has consistently increased throughout the entire period, while the percentage of “fair” roads increased through 1992, then began to fluctuate from year to year through 1997.

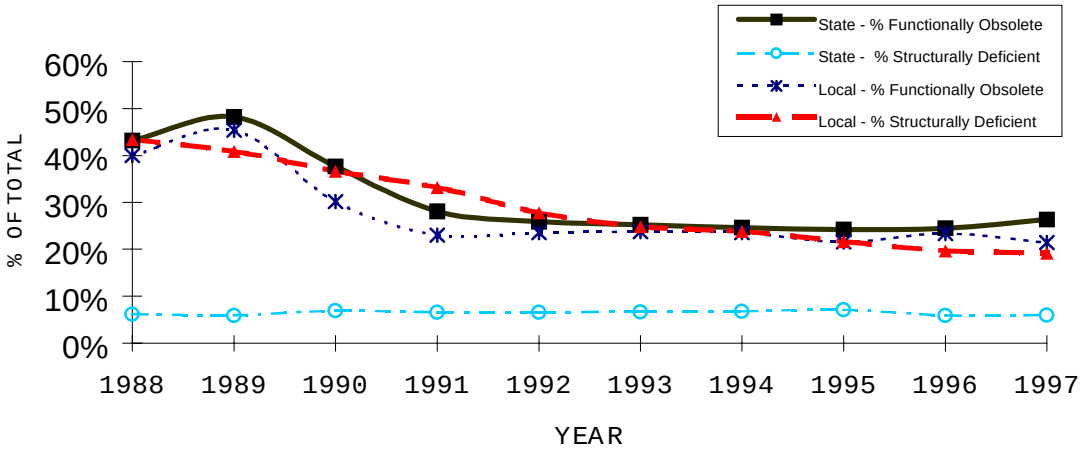
From 1987 to 1992, the Cabinet had resurfaced pavements on a 12 to 14 year cycle. In more recent years, the resurfacing cycle was 16 years or more because of greatly increased costs due to inclusion of pavement striping, ramps for sidewalk access, improved shoulders, and other requirements. The percentage of pavements in poor condition has reflected this change in resurfacing cycle. However, the average RI and the median RI for all state-maintained pavements have steadily increased over this period of time (since 1992) to a level of 3.05 and 3.35 respectively in 1997 for a “good” rating.

The percentage of functionally obsolete and structurally deficient bridges is a good general measure of bridge conditions. Over time, the change in these percentages for the bridges on the state-maintained highway system gives an indication of the level of service being provided to highway users. One measure of the condition of all bridges is the percentage of bridges which are functionally obsolete or structurally deficient: the lower the percentage the better.

Bridge maintenance data for 1997 indicates 26 percent of the bridges are functionally obsolete and 6 percent of the bridges are structurally deficient: a total of 2,837 bridges that are functionally obsolete and/or structurally deficient. The percentage of bridges that are structurally deficient has remained fairly constant over the nine-year period from 1988 to 1997. As Figure 4.7 illustrates, the percentage of bridges which were functionally obsolete decreased dramatically between 1989 and 1992, then remained fairly constant through 1996. In 1997 the latter group of bridges began to increase slightly.

Figure 4.8 shows the total number of bridges on the state-maintained highway system, the number and percentage of functionally obsolete bridges, and the number and percentage of structurally deficient bridges over an eleven-year period from 1987 through 1997.

FIGURE 4.7
Percent Functionally Obsolete and Structurally Deficient Bridges On State and Local Highways 1988 - 1997



Source: Kentucky Transportation Cabinet, Division of Operations

FIGURE 4.8

Statewide Number & Percentage of Functionally Obsolete and Structurally Deficient Bridges					
Year	Total Number of Bridges	Functionally Obsolete		Structurally Deficient	
		Number	Percent	Number	Percent
1997	8,768	2,309	26	528	6
1996	8,756	2,147	25	522	6
1995	8,721	2,114	24	623	7
1994	8,716	2,149	25	591	7
1993	8,711	2,198	25	580	7
1992	8,677	2,249	26	573	7
1991	8,650	2,432	28	573	7
1990	8,646	3,253	38	599	6
1989	8,598	4,141	48	508	6
1988	8,526	3,684	43	532	6
1987	8,273	4,018	49	521	6

Source: Kentucky Transportation Cabinet, Division of Operations

Due to changes in the National Bridge Inspection System (NBIS) criteria used to define bridges and their functional and structural deficiencies, the totals fluctuate from one year to another. A "structurally deficient bridge" is defined as a bridge posted below the weight carrying capacity of the road or inadequate to handle the legal trucking weights and are posted at reduced vehicle weight limits. A "functionally obsolete bridge" is defined as a bridge that merely compares design standards. It examines geometric design from the time the bridge was built to current standards. However, the general trends indicate the total number of state-maintained bridges has been increasing, while the percentage of functionally obsolete bridges decreased through 1995, but has remained constant through 1997. The percentage of structurally deficient bridges has essentially remained unchanged over the ten-year period.

Over time, the change in the statewide accident rate for the state-maintained highway system gives an indication of the performance of the highway system. The statewide accident rate is shown in terms of the number of accidents per 100 million vehicle miles of travel (100 MVM). Figure 4.9 shows the accident rate for fatal accidents, injury accidents, and all accidents over the ten-year period from 1988 through 1997.

FIGURE 4.9

Statewide Accident Rates

	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997
Fatal Accidents Per 100 MVM	2.10	1.92	2.07	1.87	1.69	1.76	1.59	1.64	1.57	1.65
Injury Accidents Per 100 MVM	85	86	83	71	68	70	68	67	65	65
All Accidents per 100 MVM	288	289	273	226	216	222	217	214	215	215

Source: Kentucky Transportation Center, University of Kentucky

Only 69 percent of the total accidents on Kentucky roads occurred on state-maintained roads in 1997 while over 80 percent of the vehicle miles traveled are on these same roads. According to the Analysis of Traffic Accident Data in Kentucky (1993-1997), prepared by the Kentucky Transportation Center, University of Kentucky, the accident rate on the state-maintained system is dramatically less than on the non-state maintained system. The overall accident rate in 1997 was 215 accidents per 100 million vehicle-miles. This was very similar to the previous accident rates, although the 1997 number was down 0.9 percent from the previous four-year average.

The fatal accident rates also showed a general long-term trend of a decreasing fatal accident rate. While 1997 showed a very slight increase of 0.6 percent compared to the previous four-year average, this rate in 1996 was the lowest of the five years. The injury accident rate decreased by 3.7 percent in 1997 compared to the previous four-year average. This rate has remained fairly stable with the lowest rate of 65 in 1996 and 1997 compared to the maximum of 70 in 1993.

In summary, the statewide accident rate for fatal, injury, and all accidents has been on the decline over the past several years.

Another measure used to evaluate Kentucky's state highway needs is adequacy or sufficiency ratings. Adequacy ratings are rating techniques whereby the physical condition, safety, service, and efficiency of operation of a highway are assigned a numerical value. Using the Highway Performance Monitoring System (HPMS) Analytical Package, the elements of condition, safety, and service are rated separately and then added to produce a total rating called the Composite Index, which can range from zero to 100. The relative weights (numerical points) of each component (condition, safety, and service indices) in contributing to the composite index differ by functional system (interstate, principal arterial, minor arterial, collectors). The composite index ratings are categorized as follows:

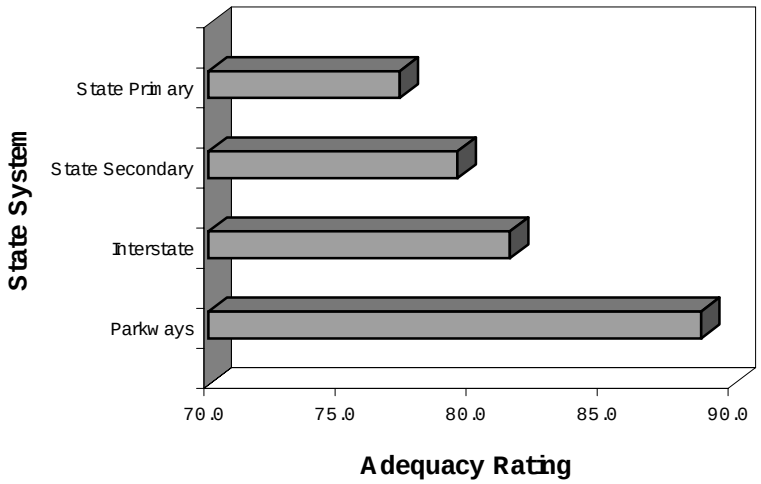
COMPOSITE INDEX RATINGS

- Very Good - 100 – 92
- Good - 91.9 – 85
- Fair - 84.9 – 75
- Poor - Less than 75

Figure 4.10 provides a picture of average percentages of Kentucky roads by state system which have poor, fair, good, and very good adequacy ratings. Forty-seven percent of the state system roads received an average adequacy rating of "fair." Twenty-five percent of the state system received an average rating of "poor"; twenty-four percent of the state system received an average rating of "good"; and only four percent of the system received an average adequacy rating of "very good."

FIGURE 4.10

Average Adequacy Ratings by State System
Kentucky
1997



Source: Kentucky Transportation Cabinet, Division of Planning

Based on the statewide accident rate, the pavement rideability index, the percentage of functionally obsolete and structurally deficient bridges, and the statewide adequacy ratings, the highway system performance has improved only slightly through 1997. However, if Kentucky is to continue to improve the highway system performance and continue to reflect an improving safety performance record, an increased emphasis must be placed on pavement condition and maintenance of existing roadways.

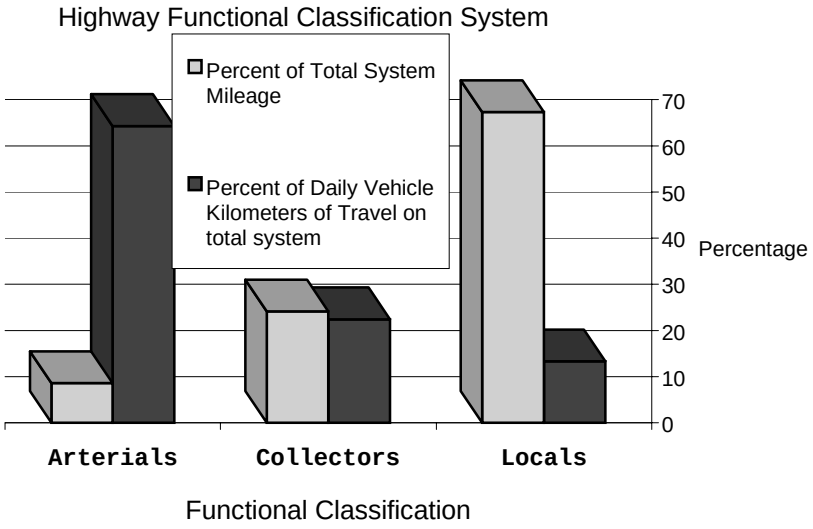
Functional Classification of the Highway System

There are three basic functional classification designations for highways: arterial, collector, and local. The arterial facility is used for mobility and connectivity. Its purpose is to provide a high level of service for a large movement of traffic from one major location to another such as a population center or business center. This large movement of traffic may be interstate, intrastate, or regional in nature. The collector facility is used for connectivity and access. Its purpose is to provide mobility and land access by collecting a medium amount of traffic from local highways and streets. This medium amount of traffic may be regional or local in nature. The local facility is used primarily for land access. Its purpose is to provide travel between homes and other adjacent land uses to the collector facility. This traffic is mostly local in nature.

In summary, the relative importance of a highway facility is established by its functional classification.

Figure 4.11 illustrates the relative size (length) and the daily vehicle miles of travel for each of the three basic functional classification designations in Kentucky.

FIGURE 4.11



Source: Kentucky Transportation Cabinet, Division of Planning

National Highway System (NHS)

Realizing the Interstate Highway System was essentially complete, Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 requiring development of a National Highway System (NHS). The National Highway System Designation Act of 1995 brought into being more than 160,000 miles of roads as the NHS. The NHS represents the backbone of our national transportation network for the 21st century. This system includes the Interstate Highway System and other principal arterials important to the nation's economy, defense, and mobility. It represents approximately four percent of the total public road mileage in the United States, yet accounts for approximately 43 percent of the vehicle-miles traveled. Kentucky has 2,834 miles on the NHS (Exhibit 13). This breaks down to approximately 2,245 miles of rural NHS and 589 miles of urban NHS.

INSERT EXHIBIT 13

ISTEA created the NHS and established federal highway funding categories and amounts based on the NHS and the functional classification system. The "Transportation Funding" section of the *Statewide Transportation Plan* will provide additional insight concerning the sources and amounts of funding available.

High Priority Corridors on the National Highway System

The TEA-21 identified numerous high priority projects across the United States that were considered to be a high priority from travel and economic development needs perspectives. Funding for these projects totals $9.3 billion nationally over the six years of the Act with a specified percentage of the project funds made available each year. Unlike high priority projects in the past, the funds for TEA-21 projects are subject to obligation limitation. Congress has directed, however, that annual obligation authority be expressly set aside for these projects. Many of the projects in Kentucky had already been included in the Six Year Highway Plan for 1999-2004 and two of the projects have been included in a planning study. The non-MPO high priority corridors in Kentucky listed in TEA-21 are as follows:

TEA-21 High Priority Corridors in Kentucky (Non-MPO)
Included in Six Year Highway Plan

Corridor Number	Description	Cost ($) in millions)
349	Widen US 27 from Norwood to Eubank	22.50
443	Reconstruct KY 210 from Hodgenville to Morning Star Road, Larue County	6.00
460	Construct Kentucky 31E from Bardstown to Salt River	0.75
464	Complete I-65 Upgrade from Elizabethtown to Tennessee State line	3.75
872	Construct US 127: $5,250,000 for the Albany Bypass from KY 696 to Clinton County High School and $3,161.25 for the segment between KY 696 and the Tennessee State Line	8.41
946	Construct US 127 Jamestown Bypass	4.35
1298	Construct KY 70 from Cave City to Mammoth Cave	1.50
1353	Reconstruct US 231: $5,625,000 for the segment between Dry Ridge Road and US 231 and US 31; $3,000,000 for the segment between Allen-Warren County Line and Dry Ridge Road	8.62
1578	Widen US 27 from Norwood to Eubank	5.83
1579	Reconstruct KY 210, Hodgenville to Morning Star Road in Larue County	2.00
1582	Construction on US 127: Albany Bypass to KY 90, Albany Bypass from KY 696 to Clinton County H.S. & from KY 696 to Tennessee State Line	2.81

Other TEA-21 High-Priority Corridors		
Corridor Number	Description	Cost ($) in millions)
111	Improve highway-rail grade crossings along the City Lead in Paducah	0.82
348	Correct rock hazard on US 127 in Russell County	0.03
376	Construct Route 259-101 from Brownsville to I-65	0.75
658	Construct Savage-Cedar Knob Bridge at Koger Creek	0.26
907	Construct a segment of the I-66 corridor from Somerset to I-75	11.25
1226	Conduct feasibility study for Northern Kentucky High Priority Corridor (I-74)	0.37
1580	Conduct feasibility study for Northern Kentucky high-priority corridor (I-74)	0.12
1583	Improve highway rail grade crossings along the City Lead in Paducah	0.25

Designated National Truck Network

The National Truck Network (NN) consists of roads which have been specifically designated for use by commercial motor vehicles (trucks) with increased dimensions (102 inches wide; 13 feet 6 inches high; semi-trailers up to 53 feet long; trailers 28 feet long - not to exceed two trailers per truck). The NN for Kentucky is approximately 3,436 miles. In Kentucky, motor vehicles with increased dimensions are allowed five driving miles on state-maintained highways (one mile on non-state maintained publicly-owned, public use highways) from the NN for the purpose of attaining reasonable access to terminals, facilities for food, fuel, repairs, or rest. Exhibit 14 shows Kentucky's Designated National Truck Network and the major roads within five miles of the NN.

INTELLIGENT TRANSPORTATION SYSTEMS

Kentucky has been significantly involved in the deployment of Intelligent Transportation Systems (ITS), a comprehensive national program of transportation technology development. At the core of ITS is the realization that transportation safety and capacity problems cannot be solved solely by new construction. Using new technology to more effectively manage existing systems, offers many benefits with lower costs.

Kentucky is nationally recognized as an early leader in the development and deployment of numerous ITS projects. Kentucky's initiatives have predominantly been through Commercial Vehicle Operations (CVO), Advanced Traffic Management Systems (ATMS), and Advanced Traveler Information Systems (ATIS). Significant progress has been made in the CVO area through the Advantage CVO Program and the Commercial Vehicle Information and Safety Network (CVISN), the Advantage CVO Mainline Automated Clearance system, which integrates weigh-in-motion (WIM) technologies, read-write electronic transponders, and high-speed networks to improve commercial vehicle operation on I-75. Further, this program - built around a partnership of five states, one Canadian province, and motor carrier industry representatives - demonstrates how public-private partnerships can be leveraged to deploy complex technology. The Advantage CVO Program is currently reorganizing to expand to at least 15 states and additional routes.

INSERT EXHIBIT 14

Kentucky is one of eight pilot states selected to incorporate and test commercial vehicle operation technologies as part of the specific plans being developed under Phase Two of CVISN by the U.S. Department of Transportation, the Federal Highway Administration, other state agencies, and the motor carrier industry. This pilot phase, which includes the development of CVISN administrative groups and field testing of hardware systems, is scheduled for completion in 1999.

Kentucky is also the Program Manager for the Advanced Regional Traffic Interactive Management and Information System (ARTIMIS) project in Northern Kentucky/Cincinnati. This project, which involves both ATIS (Advanced Traveler Information Systems) and ATMS (Advanced Traffic Management Systems), was completed in 1997 and is currently operational. ARTIMIS was designed to help minimize the time required to investigate and clear a crash site by coordinating communication with the various emergency response agencies and informing motorists of the crash ahead. ARTIMIS also provides a driver information system. Other ATMS and ATIS projects are operational in the Louisville and Lexington areas. In Louisville, the Traffic Response and Incident Management Assisting the River Cities (TRIMARC) system began operation in 1999 in the Louisville/Southern Indiana area, primarily on I-65 for a length of about ten miles. Expansion of the system will occur in 1999 with future expansion occurring in stages.

Kentucky has utilized ITS in several rural locations as well, specifically the Cumberland Gap Tunnel in Southeastern Kentucky, the Clays Ferry Bridge south of Lexington, and the Natcher Parkway/US 60 Bypass interchange near Owensboro. Kentucky has also deployed seven Road Weather Information Systems (RWIS) to enhance snow and ice operation.

Kentucky is currently undertaking the development of a Statewide Intelligent Transportation System Strategic Plan, including the development of a statewide ITS architecture. This work is being done in conjunction with the University of Kentucky Transportation Center. Such a Plan will eventually provide direction, strategies, uniformity and funding scenarios for the development of the state's ITS. This Plan should in turn assist the Cabinet in developing a project list for incorporation into the Long-Range Highway Plan process and eventually into the Six Year Highway Plan.

PUBLIC TRANSPORTATION

Kentucky's public transportation system has several components, which as a whole, provide statewide, comprehensive services. These components and the corresponding services are: (1) intercity and interstate buses which move passengers and freight, (2) rural public transportation vehicles which move passengers in the rural areas of the state, (3) public transportation vehicles for the elderly and disabled which meet the special needs of their users, (4) bus/transit systems in the cities which provide scheduled passenger service, and (5) transit planning in metropolitan areas.

Rural public transportation offers demand responsive, door-to-door service for users who live in the rural areas of Kentucky. In 1998, there were twenty-one agencies across the state that provided rural public transportation services (Exhibit 15). These twenty-one agencies served 1,471,000 passengers in 1998. The extent of rural public transportation service may be characterized by the fact that the 359 vehicles used to provide this service in 1998 were driven nearly 9.0 million miles and were utilized an average of 9.0 hours per day.

Public transportation for the elderly and disabled offers demand responsive, door-to-door service for elderly and disabled users across the state. In 1997, there were nineteen lead agencies that provided public transportation for the elderly and disabled through the services of over 150 other agencies throughout the state (Exhibit 15). These nineteen agencies served 1,789,000 passengers in 1997, operating 425 vehicles driving more than 7.6 million miles.

The bus/transit systems offer service to users who live in urban areas of the state. These systems operate in Frankfort, Henderson, Lexington, Louisville, Morehead, Northern Kentucky (Covington, and Newport), Owensboro, Paducah, and Ashland (Exhibit 15). These nine systems served in excess of 23,600,000 users in 1997.

In 1998 the Kentucky Legislature enacted House Bill 468 which combined the transportation responsibilities for Medicaid, Welfare, Workforce Development, Department for the Blind, and Mental Health under one program in the Transportation Cabinet. As a result of this legislation, Kentucky has initiated a regional coordinated human service transportation delivery program in an effort to coordinate the funding and the services of these various human service transportation systems throughout the state. The state was divided into 16 service regions as shown in Exhibit 16. The Cabinet contracts with a broker, who is selected by the Cabinet after an extensive application process. The broker then coordinates the transportation for each region and serves as a central contact point for obtaining transportation services. The broker provides this service through subcontracts with the private and public various transportation providers within the region such as: taxi companies, transit authorities, and community action agencies. During 1998 and 1999 six regions were selected to be included in the pilot program with all regions to be in operation by the close of CY 1999. Savings derived from this coordinated transportation delivery program are projected to exceed $12 million annually by the year 2002.

INSERT EXHIBIT 15

INSERT EXHIBIT 16

RAIL TRANSPORTATION

The rail transportation system in Kentucky is owned and operated by four major (Class 1) railroads, one regional railroad, ten local railroads, and two switching and terminal railroads (Exhibit 17). This system serves both commodity/freight and passenger movements.

The major railroads serving the state have connections with the major rail trunk line routes and major commercial centers in the nation. The major railroads operating in the state include CSX Transportation, Inc; Burlington Northern and Santa Fe Railway Company; Norfolk Southern Corporation; and Illinois Central Railroad.

The Paducah and Louisville Railway, a regional railroad, operates in Kentucky and has 329 miles of railroad in the state. Intermodal service is becoming increasingly important to many distributors and is now available at several facilities in Kentucky or adjacent to Kentucky in Cincinnati, Ohio and Evansville, Indiana:

- Norfolk Southern – Cincinnati, Ohio
- CSX Intermodal – Cincinnati, Ohio
- Norfolk Southern – Georgetown
- Norfolk Southern – Louisville
- CSX Intermodal – Evansville, Indiana
- Norfolk Southern – Shelbyville

The following 1997 figures provide service and performance information about the rail transportation system:

- Length of Railroad Track: 2,807 miles

Rail Type	No. of Freight Railroads	Miles of Railroad
Class 1	4	2,435
Regional	1	329
Local	10	192
Total	15	2,956

- Major Types of Commodities Handled and 1997 Tonnage:

Commodity	Tons Originated	Tons Terminated
Coal	107,272,701	20,910,797
Chemicals	2,352,848	3,228,000
Metallic ores	N/A	2,843,827
Primary metal products	2,720,872	1,572,592
Transportation Equipment	1,442,713	N/A
Waste and Scrap	N/A	1,769,660
Nonmetallic Minerals	991,252	N/A
Other	5,934,321	7,147,002
Total	120,714,707	37,471,878

- Railcars Handled: 4,083,646
- Total Tons Carried by Rail through Shipments: 295,054,307
- Number of Public Rail/Highway Crossings (statewide): 2,489 in 1997
- Number of Accidents at Public Rail/Highway Crossings are down 78.3 percent from 1994 to 1997:

  Statewide - 13 in 1997; 60 in 1994

As the above figures show, the rail system in Kentucky carries approximately 295 million tons while only originating 120.7 million tons. Only 37.5 million tons are terminated in Kentucky. The major reason for the difference between the total tons carried by rail and the tons terminated/originated in Kentucky is the large amount of rail shipments that travel <u>through</u> Kentucky to other parts of the country.

CSX and Norfolk Southern Railroad have jointly acquired Conrail, Inc. This joint acquisition should provide single-line service to New York and markets to the south through Kentucky. Full implementation is expected to bring more competitive rates, new business and new jobs to the rail industry and the regions served by both companies. The single-line routings are expected to cut transit times between Kentucky and New England by as much as one day and will open additional markets to Kentucky businesses – including finished vehicles and parts, coal and steel. With the increased delivery time, "through" shipments in Kentucky are expected to increase substantially.

Rail passenger movements by Amtrak are accommodated on track in northeastern and southwestern Kentucky (Exhibit 17). There are Amtrak stations in Fulton, Ashland, South Shore/South Portsmouth, and Maysville.

Amtrak currently operates two long-distance trains through Kentucky:

- The City of New Orleans – daily Chicago to New Orleans via Fulton Kentucky
- The Cardinal – three times weekly from Chicago to Cincinnati to Washington, D.C. via the Ashland area

During Fiscal Year 1997 Amtrak's ridership in Kentucky was as follows:

- Catlettsburg 2,574

(This station was relocated to a newly renovated facility in Ashland, Kentucky in March of 1998.)

- Fulton 2,362
- Maysville 1,345
- South Shore/South Portsmouth 1,620

Total Kentucky Ridership 7,330

Amtrak ridership in Kentucky has remained fairly constant in Fiscal Years 1996 and 1997, although down from 8,396 in 1995 and 8,470 in 1994.

Insert Exhibit 17

WATER TRANSPORTATION

Kentucky is second only to Alaska in the miles of navigable inland waterways in the United States used for commercial purposes and is ranked 11th in the nation for waterborne traffic. This extensive mileage of commercially navigable waterways provides an efficient means of transportation of bulk materials to inland markets and major ports on the Gulf of Mexico. Kentucky's 1,090-mile system of inland waterways is composed of portions of the Mississippi River, Ohio River, Cumberland River (Lake Barkley), Tennessee River (Kentucky Lake), Big Sandy River, Licking River, Kentucky River, and Green River (Exhibit 18). The Ohio River alone flows 664 miles along the northern border of Kentucky.

Barge shipments in Kentucky are primarily on the Mississippi, Ohio, and Green Rivers. Lesser amounts of freight are transported on the Cumberland, Tennessee, Big Sandy, Licking, and Kentucky Rivers. Principal commodities shipped on this waterway system are coal, corn, sand, gravel, crushed stone, crude petroleum, and raw materials such as steel, aluminum, lumber, and chemicals.

In 1995, the amount of commodities shipped out through Kentucky water ports was more than 153,000,000 tons, and the amount of commodities received through Kentucky water ports was nearly 56,000,000 tons. The major reason for the difference between commodities shipped and received is the large amounts of coal and aggregates that are shipped to other parts of the country and overseas.

Figure 4.12 shows the value of cargo transported via Kentucky waterways.

FIGURE 4.12

Value of Selected Cargo Transported Via Kentucky Waterways	
Commodity	Value ($ Million)
Coal, Lignite and Coke	1,642
Petroleum Products	753
Chemical Fertilizers	609
Chemicals	562
Food and Food Products	496
Sand and Gravel	88
Non-ferrous Ores	48
Iron Ore and Iron	27

INSERT EXHIBIT 18

According to the U.S. Army Corps of Engineers, Kentucky ranked fifth in the nation in domestic tonnage of waterborne commerce in 1998, with 89.6 million tons. Only Louisiana, Texas, Ohio, and Illinois ranked higher than Kentucky in domestic tonnage of waterborne traffic in 1998. The domestic tonnage in Kentucky increased 2.6 percent from 1997. Kentucky ranked 11th in total tonnage (domestic and foreign) in 1998.

The mining, manufacturing, agricultural, and water transportation industries in Kentucky employed more than 45,400 people and generated $311 million in state and federal payroll taxes during this same time period. Inland water transportation moves nearly $7.6 billion of cargo, provides more than 2,500 jobs, and produces nearly $19 million in state and federal income taxes each year.

Public Riverports and Private Terminals

Located along Kentucky's navigable waterways are many private and public terminals, which are used to transfer commodities/freight.

There are approximately 170 privately owned terminal facilities located on the waterway system. More than 30 of these terminal facilities provide transfer services "for contract." The remaining 140 terminal facilities provide transfer services only for the companies that own them.

There are also six public riverports, which provide land for industrial development, warehousing, and the transfer of commodities/freight. These six public riverports are located at Hickman (Fulton County), Paducah, Eddyville (Lyon County), Henderson, Owensboro, and Louisville (Exhibit 18). Activity at these six public riverports is indicated by the following figures for 1998:

Major Types of Bulk Commodities/Freight Handled

Aluminum	Aluminum Fluoride	Aggregates
Bridge Beams	Coal	Cookie Meal
Bulk and Liquid Fertilizers	Glass	Grain
Gravel	Machinery	Minerals
Mulch	Paper	Pet Coke
Sand	Sheet Pile	Slag
Solite	Stainless Steel Scrap	Hot/Cold Rolled Steel
Coil	Wire Rod Coils	Timber
Twine		

Annual Average Bulk Tonnage Handled	4,306,050
Annual Number of Trucks Loaded/Unloaded	122,300
Annual Number of Railcars Loaded/Unloaded	13,420

Activity over this same period for ALL Kentucky riverports (public and private) is indicated as follows:

Annual Bulk Tonnage Handled	27,818,000 tons
Annual Number of Trucks Loaded/Unloaded	185,000 trucks
Annual Number of Railcars Loaded/Unloaded	27,500 railcars

In 1998, the Kentucky General Assembly amended Kentucky statutes to shift the state government responsibility for public riverports from the Kentucky Cabinet for Economic Development to the Kentucky Transportation Cabinet (KYTC). This legislation authorizes the KYTC to "establish a developmental riverport authority." It also gives the KYTC responsibility for providing "oversight on development activities involving riverport authorities" and "for managing a study that will develop a long-range capital improvement plan for Kentucky's riverports." This study was completed in late 1999 and addressed capital needs for Kentucky's six public riverports, ground transportation access, economic impacts, and long-range funding mechanisms for riverports. The study identified total capital needs at Kentucky's public riverports of over $35 million. This study provided preliminary data on the needs of each of the public riverports in the areas of highway access, rail access, and capital needs. Additional study is required in this area to thoroughly determine the needs of the riverport system, funding possibilities, and the cost/benefits of water transportation in Kentucky.

Ferry Operations

Waterways are a natural transportation resource, but they also are natural barriers to highway travel. Highway travel in Kentucky is made easier by the thousands of bridges that carry vehicular traffic across waterways. However, there are some locations where there is not a bridge, and vehicular traffic is moved by a ferry. Ferry operations in Kentucky are both publicly and privately owned and can be found at the following locations:

- Valley View Ferry continues KY 169 across the Kentucky River in Fayette, Jessamine and Madison Counties
- Turkey Neck Bend Ferry continues KY 214 across the Cumberland River in Monroe County
- Rochester Ferry continues KY 369 across the Green River in Butler and Ohio Counties
- Green River Ferry and Houchins Ferry continue National Park Service roads across the Green River in Mammoth Cave National Park in Edmonson County
- Constance Ferry provides access across the Ohio River from KY 8 in Boone County, Kentucky to US 50 in Hamilton County, Ohio
- Augusta Ferry provides access across the Ohio River from KY 8 in Bracken County, Kentucky to US 52 in Brown County, Ohio

- Cave-In-Rock Ferry provides access across the Ohio River from KY 91 in Crittenden County, Kentucky to IL 1 in Hardin County, Illinois
- Hickman Ferry provides access across the Mississippi River from Hickman, Kentucky to Dorena, Missouri
- Aurora Ferry provides access across the Ohio River from KY 20 in Petersburg, Kentucky in Boone County to Aurora, Indiana

The locations of these ferry operations are shown on Exhibit 18.

INTERMODAL TRANSPORTATION

The phrase "intermodal transportation" means the movement of passengers or commodities using more than one mode of transportation for a specific trip that includes at least one intermediate transfer point. An example of an intermodal passenger trip would be driving a car to the airport, flying to a major city, and riding the train or a bus to the destination. An example of an intermodal commodity trip would be trucking coal from the mine to a railroad siding, loading and hauling the coal by rail to a riverport, and loading the coal onto a barge for a distant destination. Both of these movements would involve more than one mode of transportation for a specific trip that includes at least one intermediate transfer point.

Intermodal facilities, where two or more modes come together or interface, are becoming increasingly important in the overall efficiency of the total transportation system. Kentucky has numerous intermodal facilities that move people and goods between modes including:

- major rail/highway facilities in Georgetown, Shelbyville and Louisville where trailers and containers change modes
- coal transloading facilities
- airports
- intercity and interstate bus terminals/stations
- transit terminals and park and ride lots
- rail passenger stations
- riverports (public and private)
- ferry landings

All of these facilities have a common purpose: to provide the opportunity for people and freight to change modes in order to complete an intermodal trip. Kentucky's Major Intermodal Facilities are shown in Exhibit 19.

With many miles of navigable rivers and a fairly dense interchange between rail and highway in the coal regions, intermodal connections define a broad interface with the highway system. The Kentucky Transportation Cabinet has addressed this situation by including intermodal transportation as a special element in the Statewide Transportation Plan process.

Kentucky's approach to intermodal planning includes three primary emphases. The first draws on the knowledge and experience of Kentucky's intermodal community by employing an Intermodal Advisory Panel (IAP) to provide input on system-wide conditions and issues. The IAP produced an Intermodal Transportation Vision for the Commonwealth in 1997, wherein they identified broad-based strategies for improving the intermodal transportation system in Kentucky. These strategies were further strengthened through the development of seven issues which would help guide the Cabinet's goals and objectives for the statewide transportation planning process. These issues include:

- minimize environmental impacts of infrastructure development
- promote economic development through transportation infrastructure
- consider alternative mobility
- ensure public involvement and education
- encourage transportation priority management
- develop an optimal (safe and efficient) freight intermodal network
- require integrated land use and transportation planning

During 1998 the IAP combined the Intermodal Transportation Vision, these seven issues, and the mission of the Transportation Cabinet to provide input and direction to the goals and objectives of the Statewide Transportation Plan, and therefore the direction of the Long-Range Transportation Plan initiatives for Kentucky.

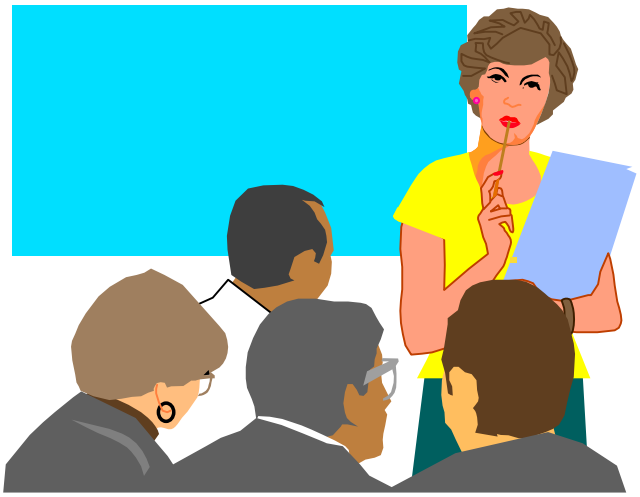
The second intermodal planning emphasis is a directed effort to understand and evaluate the day-to-day operational needs of the intermodal connections between highways and other modes, regardless of what or who is being transferred. This is facilitated by the development and implementation of performance measures specially designed for intermodal access routes. These measures will give an indication of congestion, delay, dimensional restriction, and safety along routes serving those facilities. Of the more than 700 intermodal facilities in Kentucky, approximately fifty major facilities are being closely evaluated for quality of access and need for improvements through a study conducted by the Kentucky Transportation Center. Results of this study will provide valuable data for consideration in formulating priority intermodal needs as part of the state's Six Year Highway Plan and Statewide Transportation Plan process. Exhibit 19 shows many of the facilities for which the access has been considered for additional performance measure data.

INSERT EXHIBIT 19

The third intermodal planning emphasis draws on the information inherent in the users of the system at the local level. KYTC and the Kentucky Transportation Center (KTC) produce an annual directory of facilities that is distributed to all facilities, both for their information and for verification. The information is also distributed to other agencies and businesses upon request. Additionally, KYTC and the KTC will soon implement an interactive map interface for those with Internet access. This will provide more immediate information and feedback about Kentucky's intermodal facilities as conditions change during the year.

These three approaches should provide Kentucky with detailed and macro-level information strategies to ensure continued effective operation of the Commonwealth's intermodal interface.

STATEWIDE TRANSPORTATION PLANNING PROCESS



STATEWIDE TRANSPORTATION PLANNING PROCESS

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) introduced a new approach and vision for transportation planning. This approach emphasized enhancing the transportation system's efficiency, monitoring and improving of its performance, and ensuring that future investments reflect consideration of economic, environmental, and quality-of-life impacts. ISTEA introduced a comprehensive, long-range approach that incorporates the coordination and consideration of all modes and those elements that impact these modes.

Under this program, Kentucky submitted its first formal *Statewide Transportation Plan* (STP) in 1995 and its first formal *Statewide Transportation Improvement Program* (STIP) in 1992. However, Kentucky has prepared an informal STIP document since the 1970s. Kentucky has developed processes, which facilitate the transportation program development in Kentucky utilizing the ISTEA planning process. Beginning in 1995 Kentucky established a statewide transportation planning process that includes the Highway District Offices (HDOs), the Area Development Districts (ADDs), Regional Transportation Committees, County Judges and/or other county officials, City Mayors and public involvement committees. The *Statewide Transportation Plan* is developed with an emphasis on public involvement, coordination with other state agencies and regional planning agencies, and cooperation and consultation with local governments.

In June of 1998, Congress passed the Transportation Equity Act for the 21st Century (TEA-21). TEA-21 continued and confirmed the statewide transportation planning process, established under ISTEA, as the primary mechanism for cooperative transportation decision making in the Commonwealth. TEA-21 further emphasized the coordination of statewide planning with metropolitan planning, the consultation with local elected officials in non-metropolitan areas in the development of the Statewide Transportation Plan and the STIP, and continued public involvement. TEA-21 also added representatives of transit users and freight suppliers to the list of entities given an opportunity to comment on transportation plans and programs and strengthens the language concerning the intermodal nature of the state transportation system as an integral part of the national intermodal system.

The statewide planning process produces two key products: the *Statewide Transportation Plan (STP)* and the *Statewide Transportation Improvement Program* (STIP). The *Statewide Transportation Plan* presents a long-range (20-year) vision that considers all factors regardless of funding levels or transportation investments. The Statewide Transportation Improvement Program is a short-range document, which lists the projects to be advanced in the next three years with the appropriate federal agencies. Kentucky's current STIP was completed in November of 1998. The STP should encompass and consider numerous operational, maintenance, expansion and technological investment options; but, basically the Plan should be or include the following aspects: long-range (at least 20 years), linked to economic goals of the state, linked to environmental objectives, coordinated with all modes and transportation providers, intermodal, performance-oriented, participatory, realistic and fiscally sound, and relevant to the needs of the state. Kentucky's planning process basically includes: the

identification, evaluation, and prioritization of transportation needs; coordination with MPOs and other planning agencies; coordination with the Division of Air Quality to assure compliance with the State Implementation Plan, and the public involvement process. Each of these processes will be described in this section, except for the public involvement process that is explained in the following section.

IDENTIFICATION OF UNSCHEDULED NEEDS

The Transportation Cabinet identifies transportation needs for the air transportation, bicycle and pedestrian transportation, highway transportation, public transportation, and intermodal project aspects of Kentucky's transportation system. Each of the processes is described in the following sections.

The highway element of the plan involves approximately a nine-month process. The Cabinet maintains a database of unscheduled needs, which are highway and bicycle/pedestrian projects identified by local officials, regional planning agencies, District Highway Offices, state agency officials, the transportation planning committees of the Area Development Districts (ADDs), and public citizens. The geographic distribution of the Area Development Districts, the Highway District Offices, and the Metropolitan Planning Organizations is shown in Exhibits 20, 21, and 22 respectively.

An identification of a transportation need may occur during long-range or conceptual planning when the ADD/HDO is assessing mobility and accessibility to and from existing or potential trip generators, or when the ADD/HDO is reviewing the goals of the region. Whenever a previously unidentified transportation need is recognized, the ADD/HDO provides the Cabinet with the required information on the project. The ADD contacts the appropriate Highway District Office for clarification or other pertinent information, as well as to provide the estimated cost of the project. It should be noted that this is the initial phase of the project identification, so they do not have any previous commitment of funding.

During a major update of the *Statewide Transportation Plan* (STP), a comprehensive effort to identify previously unidentified transportation needs is conducted in cooperation with the ADDs, the ADD transportation committees, the Highway District Offices (HDOs), elected officials, transportation providers and users, and the general public. The identification of new transportation needs for a major update is accomplished during a specified period set out in a schedule provided by the Cabinet. However, new projects may also be identified and submitted to the Cabinet at any time.

The unscheduled highway needs list is reconciled to each newly adopted Six Year Highway Plan to recognize project phases that have advanced into the current Six Year Highway Plan and to ensure the completion of projects begun in the Six Year Highway Plan. The unscheduled highway needs list is also noted if a specific project was included in the previous Long-Range Highway Plan.

The identification of public transportation needs is a cooperative process involving the ADDs, public transportation operators, public transportation interests groups and organizations and local government officials and agencies. The ADDs will forward any recommended needs, through the transportation committee of the ADD, to the Cabinet Central Office staff for consideration under available funding.

Project needs in the areas of air transportation, rail transportation, water transportation and intermodal projects may be identified by interest groups, local officials, public citizens, or businesses through the transportation committees of the ADDs or directly to the Cabinet's Central Office. Often projects may be identified or suggested through the Intermodal Advisory Panel. Specific projects are also identified as a result of studies conducted by the Cabinet such as the Intermodal Access and Freight Movement Study, the Kentucky Riverport Study, and the Kentucky Aviation Systems Plan Update.

EVALUATION OF NEW TRANSPORTATION NEEDS

The evaluation of all new identified transportation needs is the responsibility of the ADD and the HDO. The purpose of evaluating new identified transportation needs is to assess their relative impacts on a comprehensive set of seven planning factors identified in federal regulations, plus others as deemed appropriate by the ADD and/or the Cabinet. This evaluation also provides the opportunity to provide any other pertinent information about a project that may not be specifically requested or required through other methods. The results of this evaluation will provide relevant information on the project which will assist the committees and elected officials in prioritizing these projects and will have a bearing on the relative priority assigned to each transportation need which will, in turn, affect its potential for future implementation.

ESTABLISHING PRIORITIES FOR TRANSPORTATION NEEDS

Establishing the relative priorities for all identified and evaluated highway and bicycle/pedestrian needs from the Unscheduled Needs List for the purpose of providing input to the selection of projects for the *Statewide Transportation Plan* and the Six Year Highway Plan involves the following process:

- LOCAL PRIORITIES - First, the ADD solicits the local elected officials, responsible for a specific entity (county judge, city mayor) to establish a relative "high", "medium", or "low" local priority for each transportation need identified for their area in the Unscheduled Needs List, as provided by the Cabinet.

- REGIONAL PRIORITIES - Second, the ADD utilizes the Transportation Committees and considers the transportation need evaluations to recommend to the HDOs a relative "high", "medium", or "low" regional priority for each transportation needs project in the ADD from the Unscheduled Needs List, as provided by the Cabinet. The goal for priorities is that each priority grouping (High, Medium or Low) makes up approximately one-third of the cost of the total unscheduled needs in the ADD. The ADD then produces a list of the top ten projects (in order of importance to the region) for the region.

- DISTRICT PRIORITY - Third, the HDOs use their knowledge of the transportation system in their respective District and consider the ADDs' recommendations to establish a relative "high", "medium", or "low" district priority for each transportation need in the Unscheduled Needs List for their district. The HDOs follow the same approach in ranking the priority groups as described for the ADD above, but do not develop a "top ten" ranking of the projects. The district priorities are submitted to the Cabinet for further evaluation and prioritization.

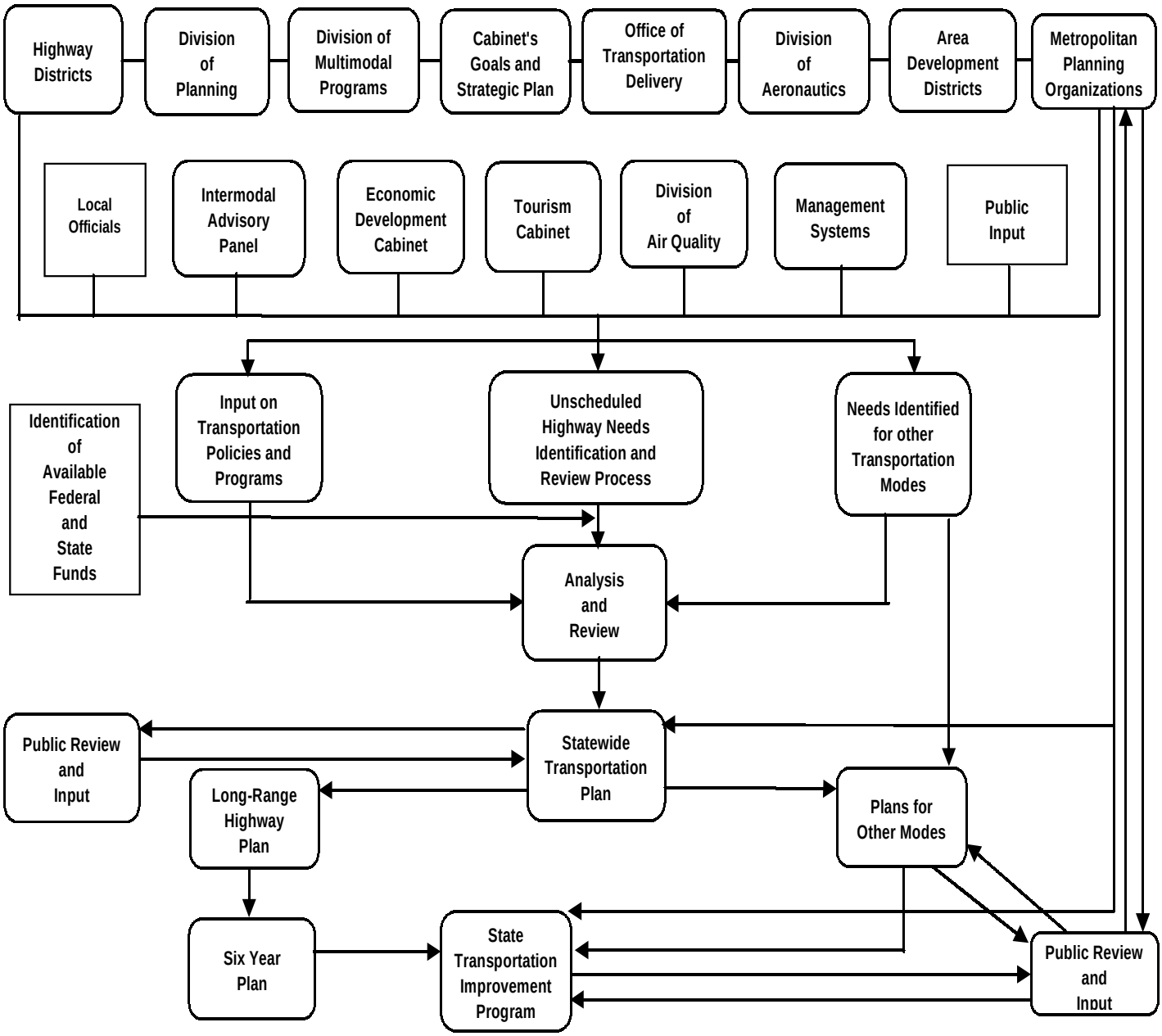
- STATEWIDE PRIORITY - Fourth, the Cabinet's Central Office uses a statewide perspective, the local, ADD and District priorities and ADD rankings, and all available pertinent resource data to establish a relative "high", "medium", or "low" statewide priority for each transportation need in the Unscheduled Needs List. The responsibility for establishing priorities for identified and evaluated transportation needs involving the other modes remains with the Cabinet Central Office. All relative priority setting is in support of the major update of the STP and update of the Six Year Highway Plan.

The Cabinet's Central Office uses a comprehensive and coordinated approach to assigning the statewide priority to all projects. First, the continuation of committed Six Year Highway Plan projects is considered and then numerous other factors: the priorities and ranking described above, previous study recommendations including, but not limited to, small urban studies (where available), adequacy ratings, connectivity considerations, parallel route improvement and economic development considerations, traffic data, truck access considerations, accident data, and other pertinent data. The process involved in assigning the statewide priority is explained in more detail in Appendix C of this document.

As described above, the selection process for projects included in the STP is based on a cooperative decision-making process between the state, regional and local officials. Figure 5.1 reflects the statewide transportation planning process in Kentucky.

FIGURE 5.1

KENTUCKY TRANSPORTATION CABINET
TRANSPORTATION PLANNING PROCESS



COORDINATION WITH THE METROPOLITAN PLANNING ORGANIZATIONS

The seven designated metropolitan transportation planning agencies (Metropolitan Planning Organizations) or MPOs are responsible for transportation planning within the Commonwealth's designated metropolitan areas. This includes identifying unscheduled transportation needs and setting priorities for these needs. They are also responsible for their public involvement activities, which are used in the development of their short-range implementation list (Transportation Improvement Program) and their long-range needs list (Long-Range Transportation Plan). Each MPO has its own locally adopted public involvement process. These processes have used public advertisements of notification and public information meetings to gain public input and participation. Through coordination efforts, the Transportation Improvement Program projects of each MPO are included in the Cabinet's Six Year Highway Plan. The Long-Range Transportation Plan needs (for the metropolitan areas) are included in the *Statewide Transportation Plan* (STP) by reference (see the "Presentation of Planned and Potential Improvements" section).

The Cabinet also uses a corridor planning approach to analyze groups of local highway needs which, when combined, form a strategic transportation corridor for the region, the state, or the nation. Corridor planning studies provide an analysis of needs, documentation of existing and future conditions, alternative improvement strategies, public input, estimates of cost, economic feasibility analysis as needed, implementation strategies and coordination of compatibility with other projects. Several corridors of statewide or regional significance have already been identified for further study, as shown in Exhibit 23.

Every effort has been made, within budgetary constraints, to schedule the appropriate phases of corridors identified throughout the state in this STP process so that the corridors will be completed in a timely and consistent manner. Specific corridors have been selected based on areas of the greatest need, use, and continuity across Kentucky to provide the greatest accessibility, continuity, and connectivity for the transportation of both people and goods. As shown in Exhibit 24, many of the corridors were developed to fill gaps in the state's existing Designated National Truck Network and provide accessibility to the more rural parts of the state. Providing or improving these corridors will encourage economic development in areas not previously accessible for larger commercial carriers under federal and state law. This corridor approach also ensures the completion of major corridors and not a "section by section" or "band-aid" approach to highway improvement.

The Cabinet has also considered various other highway systems, economic impact areas, and statewide development plans in determining the specific projects for the STP. The information included in the Demographics section of the STP, including economic development zones, areas of high unemployment and high civilian work force, areas with potential for economic and industrial development, and the population shifts in Kentucky were all considerations involved in the development of the STP, as well as obvious gaps in the Designated National Truck Network (NN). Exhibits 25 and 26 illustrate how the planned corridor studies are distributed across the minority and low-income population areas of the Commonwealth. Providing better access for those areas of the state which are most in need of

accessible networks for industrial and economic purposes was a major consideration in the development of the corridors and individual projects. This section has explained in detail the specific process whereby the long-range plan projects are compiled. However, the Public Involvement section will further describe how public input has influenced the selection of projects. The result is a twenty-year planning document for Kentucky that encompasses the economic goals of the entire state and provides a comprehensive corridor approach to meeting the needs of the people of Kentucky and the traveling public.

Insert Exhibit 20

Insert Exhibit 21

Insert Exhibit 22

Insert Exhibit 23

Insert Exhibit 24

Insert Exhibit 25

Insert Exhibit 26

PUBLIC INVOLVEMENT

PUBLIC INVOLVEMENT

This section of the *Statewide Transportation Plan* (STP*)* will address public involvement in the planning and development of transportation improvements. One of the basic tenets of recent federal transportation legislation is to involve the public in the decision making process associated with transportation planning. However, before addressing public involvement, it may be beneficial to define "public." "Public" means citizens, public agencies and jurisdictions, representatives of transportation agencies, private providers of transportation, and other interested parties and segments of the community affected by transportation plans, programs, and projects.

TEA-21 continued the emphasis on public involvement, begun and retained by the provisions of ISTEA, and added representatives of transit users and freight suppliers to the list of entities given an opportunity to comment on transportation plans and programs. TEA-21 also requires that each state develop a process for ensuring coordination with local elected officials in non-metropolitan areas in the development of the transportation plan and the TIP.

For several years Kentucky has utilized a well-established public involvement process, as part of the STP, utilizing input from the following entities: locally elected officials, both individually and through committees; the fifteen regional Area Development Districts and their committees; seven Metropolitan Planning Organizations and their committees; public meetings, and/or consultation with local officials; the Intermodal Advisory Panel, and through various other project specific public review forums as needed.

Three general areas of public involvement which are addressed through the entities listed above will be discussed: first, public input and participation during the development of the Cabinet's unscheduled highway needs process which has been used to develop the *Fiscal Years 1999-2004 Six Year Highway Plan* and this STP and the specific process described in the previous section; second, public participation during the planning and design of individual transportation projects; and third, general steps the Cabinet will be taking to enhance public involvement and coordination between agencies during the statewide transportation planning process which will result in future versions of the STP and the STIP.

UNSCHEDULED HIGHWAY NEEDS PROCESS

The intent of the unscheduled highway needs process is to identify and prioritize improvement needs which have not had a previous commitment of funding beyond a planning study phase. The number of projects identified through this process has nearly tripled over the last six years due to public involvement activities.

The Cabinet initially corresponded with local elected officials of communities with a population greater than 5,000 to solicit highway needs and recommended local priorities. In addition to the input from local officials, the Cabinet now utilizes the Commonwealth's 15

regional planning agencies (Area Development Districts), the Highway District Offices (HDOs), public involvement committees at the regional level, and, in some areas, county public involvement committees have been established to identify unscheduled highway needs. Local citizens and representatives from the various modes within a region provide input through the ADD Transportation Committees. Also any individual may request a new project by submitting the project to the Highway District Office, the ADD, or to the Cabinet directly. The ADDs have also assisted the Cabinet in obtaining local priorities for transportation needs from local elected officials and local planning agencies. The Cabinet's 12 HDOs have provided highway needs and priorities which have been based on their contact with local elected officials, ADDs, local citizens and interest groups, and legislators.

The role of the ADDs has been expanded to generally involve the public throughout this process and also through the development of regional goals and objectives and the development of regional transportation concept plans to help direct this effort regionally. During each of these major activities, public input and participation has come from each ADD's public involvement process. Each ADD's public involvement process has been centered on the following:

- Establish a "transportation committee" that is representative of the transportation environment for the respective area. The membership of this committee will include a diverse group of interests that affect or are affected by the transportation system, including the transportation underserved population in order to ensure their needs are considered. Although the committee membership may greatly vary from one region to another, the ADDs are encouraged to include representatives from all modes if possible, public citizens at large, minority representatives, representatives from underserved groups such as minority or low-income neighborhood associations which have not previously been represented, planning and industrial organizations, and other interest groups representing the area.

- Conduct, as a minimum, bi-monthly transportation committee meetings to not only conduct scheduled business but also educate committee members about the statewide transportation planning process.

- Develop procedures for documenting transportation committee meetings and public meetings.

- Review periodically the ADD's public involvement process and committee membership to determine its effectiveness and make any revisions, if deemed appropriate.

PROJECT DEVELOPMENT

A highway improvement need advances through the statewide transportation planning process by being identified, prioritized, selected for inclusion in the STP, and advanced to the Six Year Highway Plan for implementation. During the project development phase of implementation, a highway improvement need may be the subject of a corridor planning study and/or the subject of a scoping study, or the subject of a design study. The extent and methods of public involvement used in these studies are presented in the Cabinet's "Guidelines for Public Involvement in the Highway Development Process Document" incorporated into the Division of Highway Design Guidance Manual, June, 1995. That document describes the following public involvement methods:

- advertisements for soliciting comments
- advertisements for meeting/hearing notification
- informal meetings with interested individuals or groups
- public information meetings
- public hearings with prepared transcripts

These methods allow representatives from various areas in the community to provide input to this process and to become actively involved in a public involvement process

STRATEGIC CORRIDOR PLANNING

Strategic corridor planning is a logical extension of the unscheduled highway needs process and an integral part of statewide transportation planning. Most unscheduled highway needs projects are identified at the local level. The corridor planning function analyzes groups of these local highway needs which, when combined, form a strategic transportation corridor for the region, the state, or the nation. Corridor planning studies provide an analysis of needs, documentation of existing and future conditions, alternative improvement strategies, public input, estimates of cost, economic feasibility analysis, if needed, implementation strategies and coordination of compatibility with other projects (Exhibit 23).

The Cabinet has also considered various other highway systems, economic impact areas and statewide development plans in determining the corridors for inclusion in the STP. The information included in the demographics section of the STP, including economic development zones, areas of high unemployment and high civilian work force, areas with potential for economic and industrial development and the population shifts in Kentucky were all considerations involved in the development of the STP. Exhibit 24 overlays the Cabinet's current corridor studies over the Designated National Truck Network (NN). Highlighted are those major roads which are not within the five miles access of the NN, allowed under federal law. This exhibit shows how Kentucky's corridor studies are attempting to provide better access for those areas of the state which are most in need of accessible networks for industrial and economic purposes.

ENHANCEMENT OF PLANNING PUBLIC INVOLVEMENT

The Kentucky Transportation Cabinet is continuing to enhance public involvement for the statewide transportation planning process. The goals for enhancing public involvement include:

- Provide for early and continuing public involvement opportunities throughout the statewide transportation planning process, with an emphasis on getting public input early in the process, before projects proceed to the design phase.

- Provide for timely information about transportation issues and processes.

- Allow for reasonable access to technical and policy information used in the development of the STP through the bi-monthly statewide transportation planning process with the ADDs and the HDOs and through county public meetings.

- Allow for adequate public notice of public involvement activities and adequate time for public review and comment.

- Utilizing non-traditional methods of notification and meeting facilitation. Striving to reach "all" the public. Locating meetings and public involvement activities near the affected areas making transportation and access much easier for all citizens and scheduling meetings at times convenient for the affected citizens..

- Providing adequate public notice to all affected citizens through the use of radio announcements, neighborhood bulletins, flyers, contacting neighborhood associations and interest groups, including alternative advertising as needed to reach any affected populations, including low-income and/or minority populations.

- Allow for informal meetings in affected neighborhoods if possible.

- Enhance a process that seeks out and considers the needs of those traditionally underserved by existing transportation systems such as low-income and minority households, providing a translator if non-English speaking participants are invovled.

- The Cabinet is striving to improve upon this process with the possibility of utilizing surveys at the conclusion of a project to ascertain how well the process worked and also by providing all citizens with comments and the opportunity to be heard and receive a thorough response from the Cabinet.

The third and final step in this process is a process for review and comment on the STP and the *Six Year Highway Plan.* The Cabinet has established the following public involvement process to be used after a draft STP has been prepared:

- Advertise in statewide and minority newspapers and provide for a 60-day period during which each draft STP update or major revision may be reviewed for comment. The newspaper advertisements will specify a 60-day comment period. Copies of the draft STP update or major revision will be publicly displayed in the appropriate HDO, ADD Offices, and MPO Offices. Copies of the draft STP will also be available to the appropriate transit providers, airports, rail companies, riverport authorities, various statewide organizations, other state agencies, federal agencies and any individuals who ask to be included on an official mailing list maintained by the Transportation Cabinet. Letters announcing the availability of the draft STP will be sent to over 400 county judge/executives, the mayors of all communities over 5,000 population, and public involvement committee members.

- Aggregate comments from the 60-day review and comment period in order to prepare responses and finalize the STP. Copies of the final STP will be available to both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for review and comment.

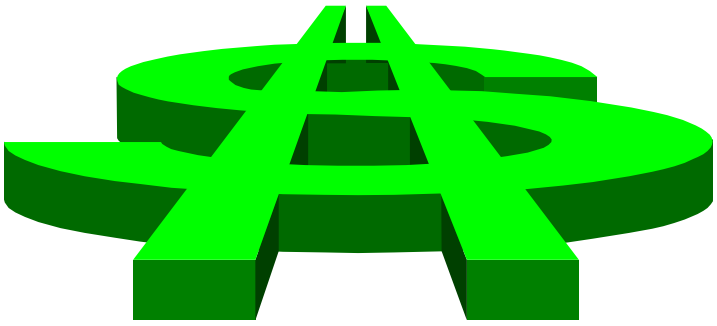
- Revise the STP to address any FHWA/FTA comments and major public comments where appropriate. Provide a written response to all parties providing written comments on the STP. The final STP will be available for public information in the same manner as the draft document was circulated for review and comment.

- The final STP will be available for public viewing through the KYTC Web Page on the Internet.

- Periodically review the effectiveness of the STP public involvement process to ensure that the process is providing full and open access to the public, including low-income and minority populations. Process revisions will be pursued on a continuing basis as deemed appropriate.

These aspects of the Transportation Cabinet's public involvement process will allow citizens, public agencies and jurisdictions, representatives of transportation agencies, private providers of transportation, representative of low-income and minority populations, and other interested parties and segments of the community affected by transportation plans, programs, and projects, the opportunity to provide meaningful public input. This in turn will allow the Cabinet to achieve the goals for an enhanced public involvement process.

FUNDING OF TRANSPORTATION SYSTEMS



FUNDING
OF
TRANSPORTATION SYSTEMS

Transportation improvements, which are the responsibility of the Kentucky Transportation Cabinet, are funded in a variety of ways. This section of the *Statewide Transportation Plan* (STP) will define the major sources and amounts of funding that are projected to be available to implement transportation improvements. Funding sources and estimated amounts will be presented for the air, highway, and public transportation systems.

FUNDING FOR AIR TRANSPORTATION IMPROVEMENTS

Funding for improvements to Kentucky's airports comes from two major sources: Kentucky's General Fund and the Federal Aviation Administration. The availability of Kentucky General Funds is based on the amount appropriated every two years in the Executive Budget, approved by the Kentucky Legislature. The average annual appropriation of General Funds available for airport use has been about $1,500,000. These General Funds are used to match available federal funds and to provide for some state financed airport improvements. The major portion of airport capital costs is funded by Federal Aviation Administration (FAA) funds. There are two types of FAA funding available for airports in Kentucky: apportioned and discretionary. The availability of apportioned FAA funds is based on a formula, which is used to distribute funds to each state. A grant application process is used to distribute apportioned FAA funds to the airports in Kentucky. The availability of discretionary FAA funds is grant specific which means an application is made for discretionary FAA funds and Kentucky's airport improvements must compete with nationwide airport priorities.

House Bill 444 enacted in the 1998 session of the Kentucky General Assembly created the "Kentucky Aviation Economic Development Fund" which will utilize a portion of sales tax levied on the sale of jet fuels. This legislation goes into effect on July 1, 2000. Preliminary estimates for this fund are projected to range from $6 to $12 million. At this time the estimate for Fiscal Year 2000-2001 is $11 million.

Annual airport improvement funding levels have been estimated based on historical funding information. The following annual funding levels are for STP purposes:

AIR TRANSPORTATION FUNDING

Category	Assumed Annual Funding Level For FY 2005 – FY 2018	Special Considerations With Regard to these Fund Sources
General Funds (GF)	$1.4 million	Used to match (5-10%) available federal funding and provide for some airport improvements.
Federal Aviation Administration (FAA) – Apportioned	$4.0 million	Projects utilizing FAA funds must compete with other Kentucky airport priorities.
Federal Aviation Administration (FAA) – Discretionary	Project Specific	Projects utilizing discretionary FAA funds must compete with other nationwide airport priorities
Kentucky Aviation Economic Development Fund	$6 to 12 million	Development projects

Since 1992, Kentucky has participated financially in over 100 capital improvement projects at 38 airports. About half of these included federal grant funds while the other half were state/local-funded projects. According to the 1998 Kentucky Aviation System Plan, Kentucky ranked 11th out of the 13 states evaluated in total dollars of funding in 1996 and tenth in a relationship of dollars expended per capita.

Kentucky is developing a Six Year Airport Capital Improvement Program at this time and is expected to be implemented for the first time in Fiscal Year 2001. This program will be compiled using the Kentucky Aviation System Plan and updated information submitted by the airports in Kentucky. Total annual funding for this program will consist of an estimated $11 million from the Kentucky Aviation Economic Development Fund and the anticipated Kentucky General Fund appropriation of $1.4 million. This total of $12.4 million dollars will be divided as follows:

- $550,000 – State Matching Funds for FAA projects
- $950,000 – State Maintenance Projects for all Level I airports and contingency items
- $7 million – Airport Preservation and Safety Projects
- $3.9 million – Economic Development (expansion) Projects

Projects will be identified by category and will not exceed the funding amounts estimated for each fiscal year. As projects included in this program become eligible for federal funding or project costs are revised, the available funding will be revised accordingly. Projects will then be advanced as funding is available.

In addition to the above funding programs, a pilot project to provide air transportation services for a Warren County Industrial Park will be included in the Commonwealth's Fiscal Year 2000 budget request, as recommended in the KASP. The request proposes $6 million to do feasibility, environmental, and site studies including the necessary studies for consideration of a new runway and related facilities at the Regional Industrial Site in Warren County. This proposed $6 million is not included in the Airport Capital Improvement Program since it will be a pilot project. At the completion of this feasibility study, appropriate additional cost for

construction will be incorporated into the next update of the Six Year Airport Capital Improvement Program.

FUNDING OF HIGHWAY TRANSPORTATION IMPROVEMENTS

In the earlier overview of Kentucky's highway system, it was stated that the relative importance of each highway segment is reflected in its functional classification - arterial, collector, or local. ISTEA of 1991 translated functional classification into the establishment of the National Highway System (NHS) which is composed of the Interstate Highway System and other selected arterials. ISTEA also related functional classification to federal funding category eligibility.

TEA-21 combines the continuation and improvements of current programs with new initiatives to meet the challenges of improving safety, protect and enhance communities and the environment, and advance America's economic growth. In a major change to federal budget rules, highway and transit programs are now guaranteed a minimum level of spending under TEA-21, effectively creating a spending floor and a minimum guarantee for each state of return on its contributions to the Highway Account of the Highway Trust Fund.

Funding for improvements to Kentucky's highways comes from two major sources - - Kentucky's Road Fund (State Funds) and the Federal Highway Trust Fund (Federal Funds). The available funding from Kentucky's Road Fund will be designated by three major categories:

STATE FUNDS

- State Construction
- Parkway and State Primary Pavement Rehabilitation
- Resurfacing Program

The available funding from the Federal Highway Trust Fund for projects included in the Long-Range Plan – Highway Element will be designated in the following categories:

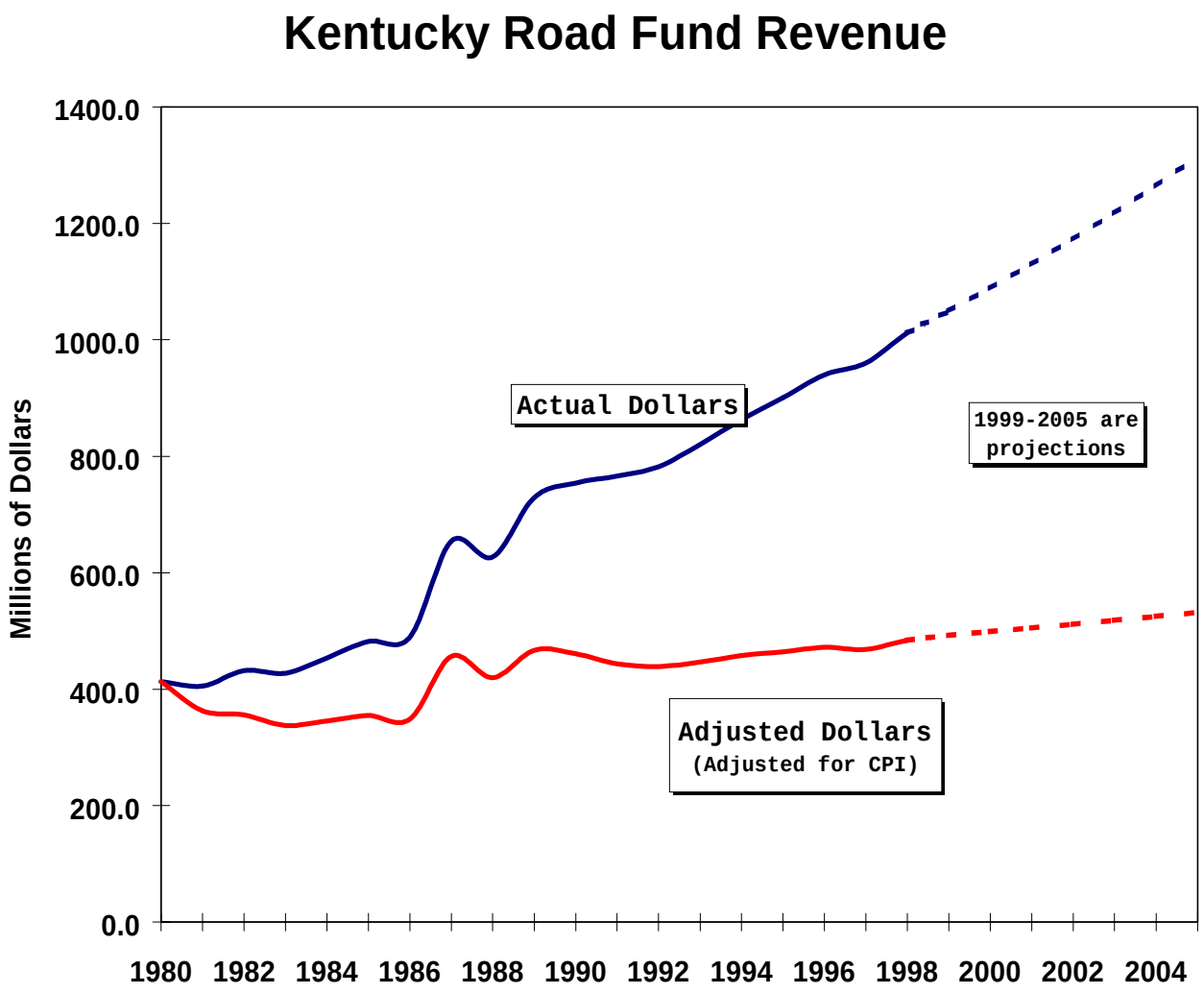
FEDERAL FUNDS

- National Highway System (NHS)
- Surface Transportation Program (STP)
- Appalachian Development (APD)
- Interstate Maintenance (IM)
- Bridge Replacement and Rehabilitation (BR)
- Transportation Enhancement (TE)

There are also other Federal Trust Fund categories which fund specific programs in the Commonwealth. However, these categories will be addressed specifically later in this section.

Kentucky's Road Fund (State Funds) has grown significantly over the years, but it is important to note that the construction prices and travel demands have also grown significantly. The Road Fund experienced a 131 percent increase in revenues during the period from FY 1981 to FY 1998. During the same period, however, the growth rate for dollars, when adjusted per the construction price index (CPI), was over 200 percent, as shown graphically in Figure 7.1.

FIGURE 7.1



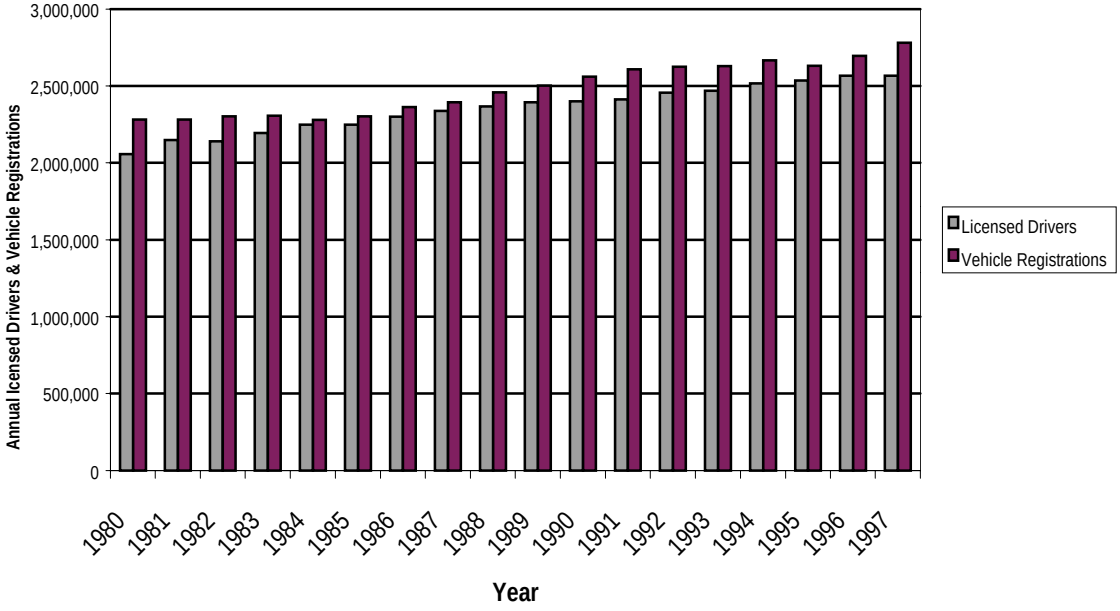
Source: Office of Policy and Budget, Kentucky Transportation Cabinet

Some of the fundamental sources of Road Fund revenue, such as the number of licensed drivers and vehicle registrations, have continued to increase consistently over the last fifteen years and are projected to continue this trend in the near future, as reflected in Figure 7.2.

FIGURE 7.2

Annual Licensed Drivers & Vehicle Registrations in Kentucky

1980-1997



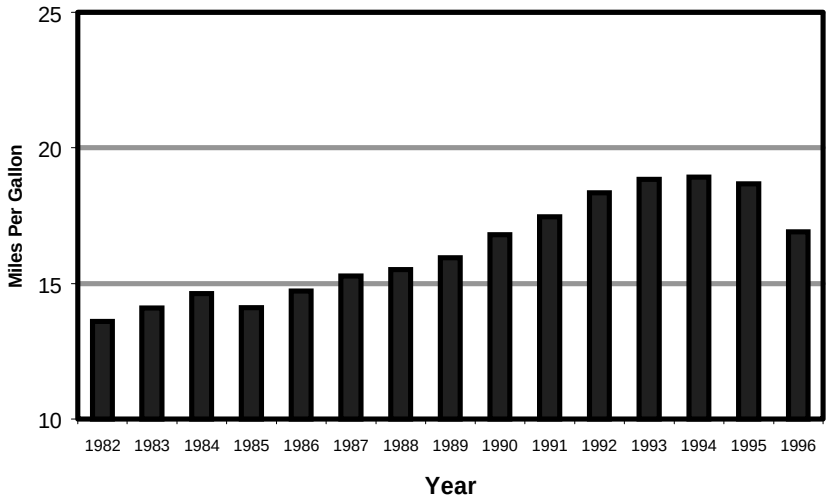
Source: Highway Statistics, 1997, Federal Highway Administration

The vehicle miles traveled have also followed the trend of increases seen in Kentucky's population, licensed drivers and vehicle registrations. However for funding purposes, it is important to note that vehicle fuel efficiency, while increasing steadily from 1985 through 1993, leveled out in 1994 and actually began to decline in 1995 and 1996 (Figure 7.3).

FIGURE 7.3

Vehicle Fuel Efficiency

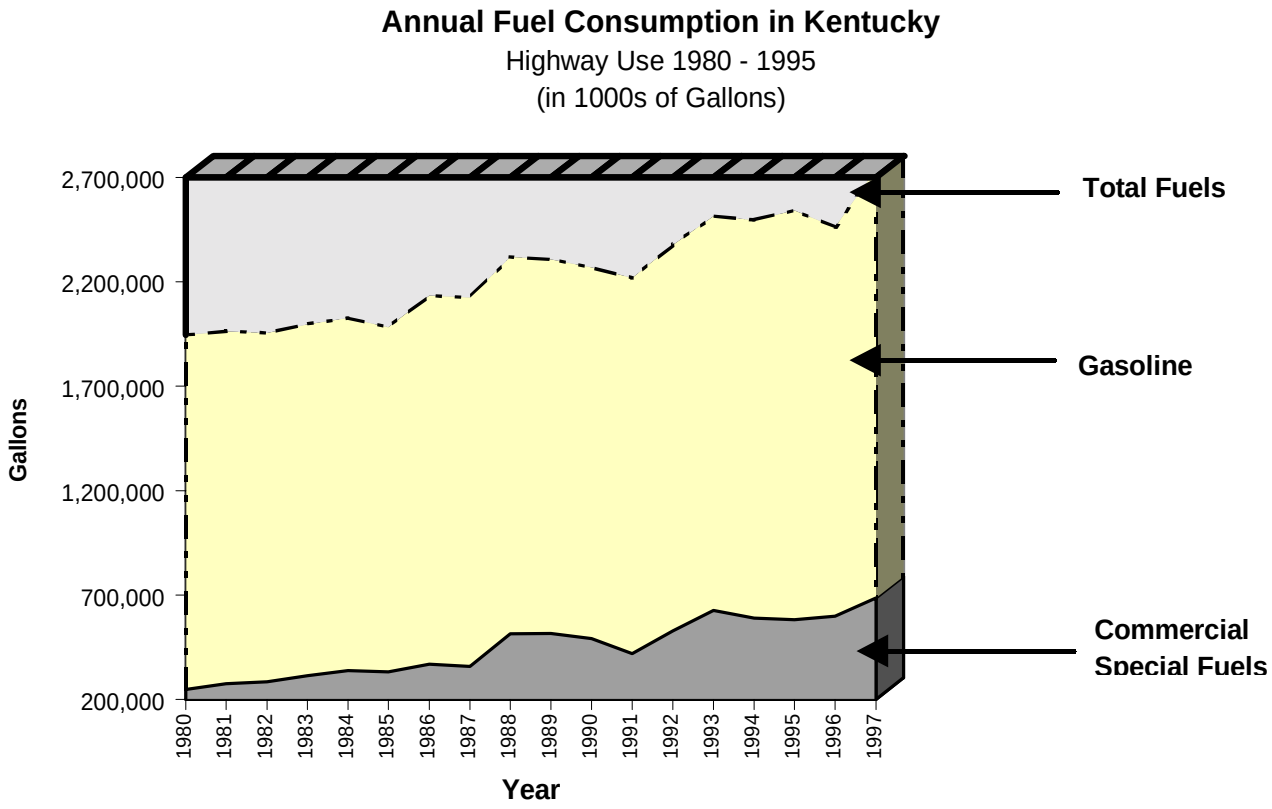
1982 through 1996



Source: Federal Highway Administration from "The Complete Car Cost Guide"

With the trend toward larger vehicles seen in recent years, it is unlikely that fuel efficiency will return to the pattern of the late 1980's. The data on annual fuel consumption in Kentucky for highway use reflects the combined effect of decreased fuel efficiency and increased vehicles and vehicle travel, as shown in Figure 7.4. The consumption of commercial special fuels has increased consistently, if only slightly, since 1981 while the consumption of gasoline has essentially remained flat since 1986.

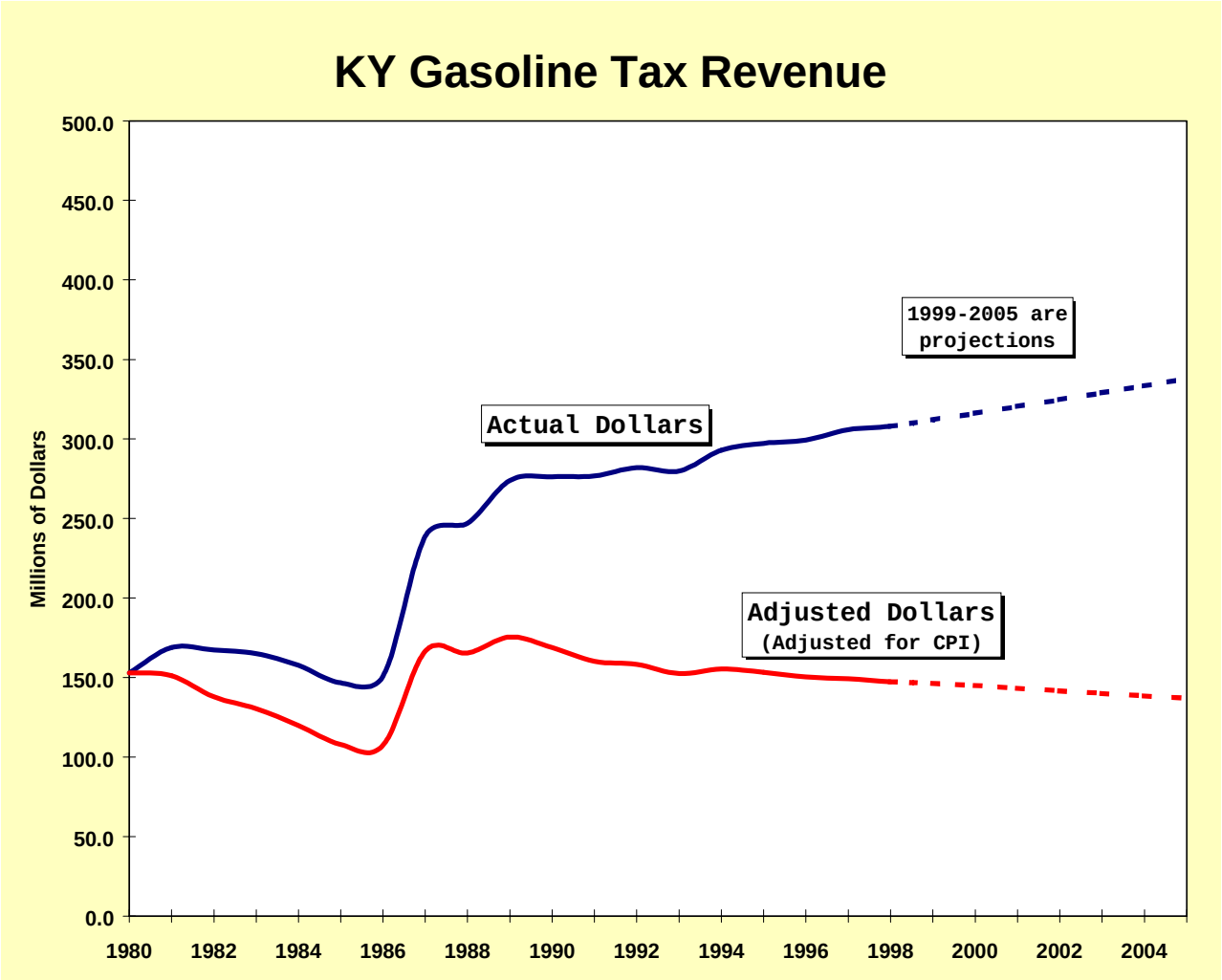
FIGURE 7.4



Source: Highway Statistics 1997, Federal Highway Administration

A comparison of the actual gasoline tax revenue with those same dollars adjusted for the consumer price index, indicates that gasoline tax revenues are not “flat.” They are actually declining in terms of expendable dollars as shown in Figure 7.5.

FIGURE 7.5



Source: Office of Policy and Budget, Kentucky Transportation Cabinet

Therefore, it is very apparent that the Road Fund has not, and will not be able to keep pace with the transportation needs of the future. Kentucky must utilize a comprehensive planning approach to determine the areas of greatest need, which will produce the greatest benefits for the Commonwealth as a whole.

The STP utilizes a 20-year planning horizon. The highway element of the STP is composed of:

(1) A short-range element (Fiscal Year 1999-2004 Six Year Highway Plan) and,

(2) A 14-year long-range element (Fiscal Year 2005-2018 Long-Range Highway Plan).

Annual funding levels for the Fiscal Years 1999-2004 Six Year Highway Plan are based on the estimated Fiscal Year 1999 levels of state and federal highway funding, based on the TEA-21 authorization levels.

The Six Year Highway Plan is a fiscally "balanced" list of highway improvements for which funding is expected to be available and against which projects are committed. Annual funding levels for the long-range plan have been estimated based on current funding information that is contained in state and federal legislation. The following annual funding levels for the Federal Highway Trust Fund categories include the state matching funds. These annual funding levels are for STP purposes:

ESTIMATED ANNUAL FUNDING LEVELS
STATEWIDE TRANSPORTATION PLAN FORFY 2005 – FY 2018

FUNDING SOURCE CATEGORY	ESTIMATED ANNUAL FUNDING LEVEL FOR FY 2005 – FY 2018	SPECIAL CONSIDERATIONS
State Construction (SP)	$175 million	This $175 million is an estimate of the State Road Funds that are expected to be available for non-routine maintenance, state-funded improvement projects in future years.
Parkway and State Primary Pavement rehabilitation	$50 million	This $50 million projection is an estimate of the State Road Funds that are expected to be available for pavement rehabilitation projects in future years on the Parkways and State Primary Road System.
Federal Demonstration Funds (KYD)	$40 million	This funding projection is an estimate of Federal funding set aside by Congress to address specific projects in specific areas.
National Highway System (NHS)	$120.0 million	NHS funds are restricted to improvements on the National Highway System.
Surface Transportation Program (STP), Safety (SAF), Enhancement (TE), Congestion Mitigation and Air Quality (CMAQ), and dedicated urban funds.	$215.0 million	Including safety, enhancement, congestion mitigation, and dedicated urban funding, the Six-Year Highway Plan Program assumed an annual STP (statewide) funding level at about $215 million. Since Kentucky is a "donor" state and this category is subject to growth due to "minimum guarantee" provisions in federal legislation, a $215 million annual funding level is recommended for use. STP (statewide) funds may not be used for improvements that are on a highway segment that is functionally classified as a rural minor collector or local road.
Appalachian Development (APD)	$55 million	The status of this funding category is very uncertain as actual funding received may vary from zero to tens of millions of dollars per year. Actual funding availability will hinge entirely upon the continued viability of the Appalachian Regional Commission (ARC) and its programs. These funds can only be used on designated APD routes in Eastern Kentucky.
Interstate Maintenance (IM)	$100.0 million	This $100 million projection is an estimate of the Federal Highway Trust Funds that are expected to be available for maintaining and rehabilitating Kentucky's Interstate highways.
Bridge Replacement and Rehabilitation (BR)	$55.0 million	This projection is an estimate of the Federal Highway Trust Funds that are expected to be available for replacing and rehabilitating Kentucky's functionally obsolete and structurally deficient bridges. These funds may be used, within certain limits, on locally as well as state-maintained bridges.

Based on these estimated annual funding levels, the total projected amounts of state and federal funding available for implementation of all highway improvements for the FY 2005 - FY 2018 time period are as follows:

STATE FUNDS:	
State Construction (SP)*	$ 2.45 billion
Parkway and State Primary Pavement Rehabilitation (SPPR)	$.70 billion
Total – State Road Funds	$3.15 billion
FEDERAL HIGHWAY TRUST FUNDS:	
National Highway System (NHS)*	$1.68 billion
Surface Transportation Program (STP)*	$3.01 billion
Appalachian Development (APD)*	$0.77 billion
Interstate Maintenance (IM)	$1.40 billion
Bridge Replacement and Rehabilitation (BR)	$0.77 billion
Federal Demonstration (KYD)	$0.56 billion
Total – Federal Highway Trust Funds	$8.19 billion
TOTAL – ALL FUNDS	$11.34 billion

**The projects to be funded by these funding categories will be identified in the Presentation of Planned Transportation Improvements under the Highway Element of the Long-Range Plan*.

The list of highway improvements (Long-Range Highway Element) in the "Presentation of Planned Transportation Improvements" section of this STP has been developed with due consideration given to these funding constraints. The improvements which are expected to use “State Construction”, “National Highway System”, “Surface Transportation Program”, or “Appalachian Development” funds are listed individually as specific projects in the Presentation of Planned Transportation Improvements section (*).

Improvements expected to use “Parkway and State Primary Pavement Rehabilitation”, “Resurfacing Program”, “Interstate Maintenance”, or “Bridge Replacement and Rehabilitation” funds are not individually identified as projects in this document, since these improvements are

considered to be major maintenance and operational improvements and not specific individual projects. Therefore, one general entry has been estimated for each of these four categories of funding.

The total of estimated costs for all improvement projects specifically listed in the Long-Range Highway Element, for the fourteen year period from FY 2005 through FY 2018, is almost $6.2 billion compared to the total of projected funding needs for all projects identified to date of approximately $40 billion.

As mentioned in the beginning of this section, there are other categories of federal highway funds that are available; however, these categories were not defined as sources for long-range highway improvements or included in the presentation of projects because they are used for specific activities or functions. Of the $810 million (total projected funds available annually), only $438 million will be available for funding highway projects in the Long-Range Highway Plan, as illustrated in Figure 7.6

These funding categories not available for Long-Range Plan Highway Improvement Projects and their purposes are as follows:

- Surface Transportation Program (Dedicated) -- These funds will be used by the metropolitan governments to implement highway improvements located in the Lexington, Louisville, and Northern Kentucky metropolitan areas. The Long-Range Plans for these areas have been incorporated into this document by reference.

- Congestion Mitigation and Air Quality -- These funds will be used to implement improvements which will reduce traffic-related pollutants and improve air quality in the metropolitan areas of Louisville, Lexington, Northern Kentucky, Owensboro and Ashland. Selection of these projects will be coordinated with the U.S. Environmental Protection Agency (EPA) and the air quality agencies in Kentucky.

- Transportation Enhancement -- These funds will be used to enhance community or environmental value of any active or completed transportation project. There is an existing, separate application process for these funds. The list of Enhancement Projects approved for 1999 however is included in this document under the Short-Range Element in the “Presentation of Planned Improvements Section”.

Figure 7.6 summarizes the projected highway funds for Kentucky and compares the total projected funding to total estimated project costs of the Long-Range Highway Element, as included in this document.

FIGURE 7.6

MAJOR SOURCES OF PROJECTED HIGHWAY IMPROVEMENT FUNDS **FY 2005 – FY 2018**		
FUNDING	ANNUAL PROJECTION	14-YEAR PROJECTION
State Construction	$175 million	$ 2.45 billion
Parkway & State Primary Pavement Rehabilitation	$ 50 million	$ 0.70 billion
Federal Demonstration Funds	$ 40 million	$ 0.56 billion
National Highway System	$120 million	$ 1.68 billion
Surface Transportation Program	$215 million	$ 3.01 billion
Appalachian Development	$ 55 million	$ 0.77 billion
Interstate Maintenance	$100 million	$ 1.40 billion
Bridge Replacement and Rehabilitation	$ 55 million	$ 0.77 billion
TOTAL PROJECTED FUNDING	**$810 million**	**$11.34 billion**
Less: ▪ Major Maintenance & Operation Improvements (on existing system) ▪ Major System Upgrades – 3 Metropolitan Areas (Louisville, Lexington, Northern Kentucky)	 $252 million $120 million	 $ 3.53 billion $ 1.68 billion
Total Estimated Funds Available for the Long-Range Plan Element	**$438 million**	**$ 6.13 billion**
Total Estimated Project Costs of the Long-Range Plan Element Listed in this Statewide Transportation Plan	**$443 million**	**$ 6.20 billion**

As shown above, of the $810 million (total projected funds available annually), $252 million will be directed toward Existing System Major Maintenance and Operational Improvements including: Transportation Enhancement Projects, Multimodal Opportunities, Existing System Maintenance, and Safety Improvements; $ 120 million will be directed toward Major System Upgrades for the metropolitan areas of Louisville, Lexington and Northern Kentucky, whose projects are not specifically included by project listing in this document, but are included by reference to their Long-Range Plan; and $438 million will be directed toward Major System Upgrades including: New Routes and Bypasses, Existing Route Capacity Expansion, Major Route Reconstruction or Relocation and Enhancing Intermodal Connectivity for the total statewide regions, including urban areas of less than 200,000 population, excluding those metropolitan areas listed above. Figure 7.7 illustrates the process of this fund distribution.

INSERT FIGURE 7.7

The specific highway improvement projects for the latter category of Major System Upgrades (non-Metropolitan areas in less than 200,000 population) are included in this plan within the Presentation of Planned Transportation Improvements Section under the Long-Range Improvements - Highway Element.

FUNDING OF PUBLIC TRANSPORTATION IMPROVEMENTS

In the earlier overview of Kentucky's public transportation system, five components and their corresponding services were identified: (1) intercity and interstate buses which move passengers and freight, (2) rural public transportation vehicles which move passengers in the rural areas of the state, (3) public transportation vehicles for the elderly and disabled which meet the special needs of their users, (4) bus/transit systems in the cities which provide scheduled passenger service, and (5) transit planning in metropolitan areas. The Kentucky Transportation Cabinet administers funding, to some extent, for each of these components.

Funding for the operation and improvement of Kentucky's public transportation system comes from two major sources: Kentucky's General Fund and the Mass Transit Account in the Federal Highway Trust Fund. The availability of Kentucky General Funds is based on the amount appropriated every two years in the executive budget. The average annual amount of General Funds appropriated for public transportation use has been about $1,500,000. These General Funds are used mainly to match available federal funds. The major portion of operating and capital costs are funded by Federal Transit Administration (FTA) funds. There are two types of FTA funding available for public transportation in Kentucky: apportioned and discretionary. The availability of apportioned FTA funds is based on a formula that is used to distribute funds to each state. The Transportation Cabinet uses a grant application process to distribute apportioned FTA funds to the public transportation service providers in Kentucky. The availability of discretionary FTA funds is grant specific, which means an application, is made for discretionary FTA funds and Kentucky's public transportation improvements must compete with nationwide public transportation priorities.

Annual public transportation system funding levels have been estimated based on historical funding information. The following annual funding levels are for STP purposes:

Category	Assumed Annual Funding Level for FY 2001-FY 2018	Special Considerations
General Funds (GF)	$1,500,000	Used mainly to match available federal funding.
Federal Transit Administration (FTA) – Apportioned	$6,000,000	Projects utilizing apportioned FTA funds must compete with other Kentucky public transportation priorities.
Federal Transit Administration (FTA) – Discretionary	$4,000,000 Project Specific	Projects utilizing discretionary FTA funds must compete with other nationwide public transportation priorities.

The list of public transportation improvements in the "Presentation of Planned Transportation Improvements" section of this *Statewide Transportation Plan* has been developed with due consideration given to the funding constraints.

PRESENTATION

OF

PLANNED

IMPROVEMENTS

PRESENTATION OF PLANNED TRANSPORTATION IMPROVEMENTS

This section of the *Statewide Transportation Plan* (STP) provides background on the short-range and long-range elements of the Plan and will present the improvements, which comprise each of these two major elements.

The main objective of the statewide transportation planning process is to develop a multimodal transportation plan which identifies improvements that will best utilize limited financial resources to improve the safety and efficiency of the transportation system. The multimodal transportation plan for Kentucky is a 20-year plan that has two basic elements:

1. A short-range element of transportation improvements, which is comprised of specifically, defined improvements which have had some commitment of funding. Infrastructure improvements require years of planning and design before they are implemented. For this reason, the short-range element may not include all of the phases necessary to complete implementation of a project. Therefore, although a specific improvement is listed in the short-range element, not all the phases may have received a definite commitment of funding.

2. A long-range element, which is comprised of improvements that have not had some commitment of funding. The unfunded phases of committed improvements included in the short-range element are included in the long-range element to ensure continuity of project completion. The other improvements are transportation needs that have a relatively high priority and may be advanced to the short-range element as future funds become available.

SHORT-RANGE ELEMENT

The short-range element is formally designated as the Transportation Improvement Program. This program is a list of transportation improvements, which have been specifically defined and have had some commitment of funding. The transportation improvement program consists of the following:

- Six Year Airport Capital Improvement Program - Kentucky is developing a Six Year Airport Capital Improvement Program at this time and is expected to be implemented for the first time in Fiscal Year 2001. This program will be compiled using the Kentucky Aviation System Plan and updated information submitted by the airports in Kentucky and will be a financially constrained list based on anticipated funding levels. Total annual funding for this program will consist of an estimated $11 million from the Kentucky Aviation Economic Development Fund and the anticipated

Kentucky General Fund appropriation of $1.4 million. As projects included in this program become eligible for federal funding or project costs are revised, the available funding will be revised accordingly. Projects will then be advanced as funding is available.

- Six Year Highway Plan - As the title indicates, this is a six year highway program which identifies intermodal and highway improvement projects, and where applicable, bicycle and pedestrian projects. This program uses local, state, and federal funds. The *Fiscal Years 1999-2004 Six Year Highway Plan* was prepared for and approved by the 1998 Session of the Kentucky General Assembly. It is a separate document and is incorporated in the *Statewide Transportation Plan* by reference. A copy of the *Fiscal Years 1999-2004 Six Year Highway Plan* may be obtained from the Transportation Cabinet. The highway projects listed in this plan are shown in Exhibit 27.

- Public Transportation Program - This is a two-year program which identifies capital and operating improvements to Kentucky's public transportation system. This program uses local, state, and federal funds. The Public Transportation Program is included in this *Statewide Transportation Plan.*

- Transportation Enhancement (TE) Program - This is a one-year program for the identification and implementation of transportation enhancement projects throughout the state. A combination of internal departmental recommendations in conjunction with other highway planning projects and outside recommendations from other areas of state government and local agencies throughout the Commonwealth have been used to identify and implement TE projects. An application process generally involves submitting applications to the Cabinet late in each calendar year, with approval occurring in the late spring of the following calendar year. This plan includes Transportation Enhancement Program projects, which have received commitments to date for 1998 and 1999. The projects for the CY 2000 will not be announced until Spring, 2000.

LONG-RANGE ELEMENT

The long-range element is formally designated as the Long-Range Transportation Plan. This plan is a summary of transportation improvements, which have been generally defined as improvements, which have not had some commitment of funding. The Long-Range Transportation Plan consists of the following:

- Kentucky Aviation System Plan - Airport needs identified in this program include airport construction projects and operational enhancements at Kentucky’s regional and city airports and do not yet have a funding commitment. The Kentucky Aviation System Plan, which is a 20 year plan of project needs is considered to be included in this document by reference. The projects identified in that Plan have been included in

the Appendix due to a lack of anticipated funds identified to fund these projects at this time. Improvements at the major commercial airports are not identified in this Plan since such improvements would be dependent upon major discretionary funding. The distribution and class of airports anticipated when the KASP has been fully implemented are shown on Exhibit 28.

- Long-Range Highway Plan - This is a 14-year plan which identifies highway corridor needs that have a relatively high priority. Highway corridor needs identified in this plan include National Highway System (NHS) and non-NHS needs outside of Kentucky's seven metropolitan areas. The Long-Range Highway Plan is included in this *Statewide Transportation Plan*. The projects are shown in Exhibit 29. Exhibit 30 includes the entire 20-year highway plan (Six Year Highway Plan and the Long-Range Highway Plan).

  Every effort has been made, within budgetary constraints, to schedule the appropriate phases of corridors identified throughout the state in this Long-Range Highway Element so that corridors will be completed in a timely and consistent manner. These projects have been selected based on areas of the greatest need, use and continuity across Kentucky to provide the greatest accessibility, continuity and connectivity both for the transportation of people and goods.

- Metropolitan Long-Range Transportation Plans - These are multi-year plans which identify bicycle, pedestrian, highway, and public transportation needs that have a high priority in the metropolitan areas. Each of the seven metropolitan areas (Louisville - Southern Indiana; Cincinnati, Ohio - Northern Kentucky; Lexington; Owensboro; Ashland; Henderson, Kentucky - Evansville, Indiana; and Ft. Campbell, Kentucky - Clarksville, Tennessee) has a long-range transportation plan resulting from the metropolitan transportation planning process conducted in that area. Each of the metropolitan long-range transportation plans is a separate document and is included in this STP by reference. Funds have been identified and incorporated into this Long-Range Plan for the estimated costs (based on historic federal and state funding levels) that would be available to meet the needs identified in the long-range plans of the four smaller MPOs (excluding Louisville, Northern Kentucky and Lexington). All funding levels, however, are affected by the future statewide prioritization process and are subject to change.

  The metropolitan long-range transportation plans are periodically updated to reflect changing conditions and transportation needs in the metropolitan areas. The first five metropolitan areas listed above have been designated, or are currently designated as air quality non-attainment areas. Because of this fact, their transportation plans cannot cause air quality emissions to be above certain limits established in the State Implementation Plan (SIP) for air quality. As these plans are updated and adopted, they will be incorporated in the STP.

Additional information concerning any one of the metropolitan long-range transportation plans may be obtained from the appropriate Metropolitan Planning Organization (MPO). A list of the MPOs with their respective mailing addresses, telephone numbers, and the title of their current long-range transportation plan follows:

- Louisville - Southern Indiana
  Kentuckiana Regional Planning and Development Agency
  11520 Commonwealth Drive
  Louisville, KY 40299
  502-266-6084
  Title: *Horizon 2020 - Regional Mobility Plan*

- Cincinnati, Ohio - Northern Kentucky
  Ohio-Kentucky-Indiana (OKI) Regional Council of Governments
  801-B West 8th Street - Suite 400
  Cincinnati, OH 45203
  513-621-7060
  Title: *Looking Ahead: Year 2020 Metropolitan Transportation Plan*

- Lexington-Fayette Urban County Government
  200 East Main Street - 10th Floor
  Lexington, KY 40507
  606-258-3160
  Title: *Lexington Year 2018 Transportation Plan*

- Owensboro
  Green River Area Development District
  3860 US 60 West
  Owensboro, KY 42301
  270-926-4433
  Title: *Owensboro Urbanized Area Long Range Transportation Plan Update: 1997*

- Ashland
  FIVCO Area Development District
  P. O. Box 636
  Catlettsburg, KY 41129
  606-739-5191
  Title: *Ashland Urbanized Area Transportation Study: 1995-2015*

- Henderson, Kentucky - Evansville, Indiana
  Evansville Urban Transportation Study
  Civic Center - Room 316
  1 NW Martin Luther King Blvd
  Evansville, IN 47708
  812-426-5230
  Title: *Year 2020 Transportation Plan*

- Ft. Campbell, Kentucky - Clarksville, Tennessee
  Clarksville/Montgomery County Regional Planning Commission
  Clarksville, TN 37040
  931-645-7448
  Title: Regional *Long-Range Transportation Plan for the Clarksville, Tennessee - Kentucky Metropolitan Area*

A listing of the MPOs has also been included as Appendix H.

ILLUSTRATIVE PROJECTS

TEA-21 allows the states to include in the financial plan, for illustrative purposes, additional "potential" projects that would be included in the Long-Range Plan if reasonable additional resources beyond those identified in the financial plan become available. This provision for "illustrative projects" allows the state to include projects in the Long-Range Plan that do not currently have funding or projected funding within the twenty-year period. However, TEA-21 does not require that they be implemented if funding becomes available. An action by the Secretary of U.S. DOT prior to selection of illustrative projects for advancement is required.

The Cabinet has identified a list of Illustrative Highway Projects which will be considered for inclusion in the Long-Range Highway Element should additional resources, beyond those identified in this Plan, become available during the period of Fiscal Year 2005 – Fiscal Year 2018. These projects will follow the listing of highway projects in the Long-Range Highway Element of the Statewide Transportation Plan.

SHORT-RANGE ELEMENT

STATEWIDE TRANSPORTATION PLAN

AIR TRANSPORTATION PROGRAM

The Six Year Airport Capital Improvement Program which Kentucky plans to implement beginning Fiscal Year 2001 is considered to be incorporated by reference in this document upon completion as the short-range plan for Air Transportation in Kentucky. This program will include projects in the following categories:

- State Matching Funds for Federal Aviation Administration Projects
- State Maintenance Projects for Level I airports – defined in the Kentucky Aviation Plan as Utility Airports, providing aviation access for single-engine and small twin-engine aircraft commonly used for personal recreational and business purposes.
- Airport Preservation and Safety Projects
- Economic Development (expansion) Projects

Projects, which have been identified in the Kentucky Aviation Systems Plan completed in 1998, will advance to this short-range (Six Year) element as anticipated funding and scheduling permits. However since this is a new program and is still considered to be a "work in progress," no specific project listings have been included in this document.

SIX YEAR HIGHWAY PLAN

The Six Year Highway Plan contains over 1,300 major projects across the Commonwealth, totaling $4.6 billion in highway improvements and $1.6 billion for routine maintenance of the existing state road system. The Long-Range Plan constitutes the principal source for new projects that are added to the biennial updates of the Six Year Highway Plan.

The Six Year Highway Plan is incorporated into this document by reference rather than by specific listing. However Exhibit 27 shows the distribution and location of the Six Year Highway Plan projects across the Commonwealth.

INSERT EXHIBIT 27

PUBLIC TRANSPORTATION PROGRAM

Planned Public Transportation Projects	**FY 1998-1999**	**FY 1999-2000**
Federal Section 5307		
Urbanized Areas between 50,000-200,000	$2,707,548	$2,512,116
Owensboro		
Ashland		
Henderson		
Clarksville		
Urbanized Areas over 200,000	$59,847,678	$65,424,945
Lextran		
TANK		
TARC		

Program funds are used by transit operators in urbanized areas. The Cabinet has approval authority for operating, capital, and planning in areas of 50,000 to 200,000 populations. These funds do not flow through the Cabinet. Areas larger than 200,000 are allocated a specific grant amount by the Federal Transit Administration.

Federal Section 5311

Rural Public Transportation:		
Capital	$275,140	$615,150
Operating/Administrative	$4,631,095	$5,684,492

Audubon Area Community Services Organization
Barren River Local Officials Organization
Bluegrass Community Action Agency, Inc.
Central Community Action Council
Community Action of Southern Kentucky
Community Action Council for Lexington-Fayette, Bourbon, Harrison, and Nicholas Counties
Frankfort Transit System
Federated Transportation Services of the Bluegrass, Inc.
Fulton County Transit Authority
Glasgow Transit Department
Kentucky River Foothills Development Council, Inc
Morehead Area Transit

These funds are used for planning, capital, and operating assistance by local public bodies, non-profit organizations for operators of public transportation services. These funds are used to give people access to health care, shopping, employment, educational opportunities, public services, recreation, etc. Kentucky utilizes 15 percent of these funds for the provision of intercity bus services.

Federal Section 5303

MPO Louisville, Northern Kentucky Lexington, Owensboro, Ashland, Evansville/Henderson Clarksville/Fort Campbell	$307,249	$373,900

These funds are used for planning purposes by the MPOs and the Cabinet. Statewide transit planning for the rural areas is also funded with these funds.

NOTE: The above funds represent the total funding levels for the designated fiscal year, which include some combination of federal, state, and local matching funds.

TRANSPORTATION ENHANCEMENT PROGRAM

Transportation Enhancement Projects are approved annually for a one-year program. After the availability of federal Transportation Enhancement Funds has been identified, applications are accepted by the Cabinet. Generally the applications are due to the Cabinet by December of a calendar year. The announcement of approved projects is generally made in the spring of the following calendar year.

The approved Transportation Enhancement Projects for Calendar Year 1998 and 1999 have been included in this document.

TRANSPORTATION ENHANCEMENT PROJECTS
CALENDAR YEARS 1998 AND 1999

DESCRIPTION	FY	COUNTY	CONTACT PERSON	TOTAL COST	FEDERAL TE FUNDS	AGENCY	PROJECT TYPE	CITY
Phase I - Refurbish the historic Kentucky Pants Building (30,420 sq ft) and site for use as the South central Kentucky Cultural Center	1998	Barren	Holly Travis		$320,000	Glasgow, Barren Co. Historical Foundation, Inc.	Historic Preservation	Glasgow
Construct a pedestrian walkway improvement project along Main Street from US 42 intersection north to the KY 1017 intersection to provide for 6935 feet of sidewalk along both sides of the street	1998	Boone	Rodney L. Crice	$281,250	$225,000	Florence	Independent Pedestrian Facility	Florence
Revitalization project known as "A Paris Renaissance". Limited to a portion of Main between 10th and 2nd streets	1998	Bourbon	R. L. Bruner		$280,000	Paris	Independent Pedestrian Facility	Paris
Construct a 2800' sidewalk along Dodsworth Lane and a 5200' sidewalk along Winters Lane and Orchard Terrace to link existing sidewalks to form a link between Cold Spring and Crestview Hills	1998	Campbell		$187,500	$150,000	Cold Spring	Independent Bike/Ped Facility	Cold Spring
Design and construction of a landscaped parking facility at Bluegrass Airport to serve the Kentucky Aviation Museum	1998	Fayette		$312,500	$250,000	Lexington-Fayette County Airport Board	Independent Bike/Ped Facility	Lexington

DESCRIPTION	FY	COUNTY	CONTACT PERSON	TOTAL COST	FEDERAL TE FUNDS	AGENCY	PROJECT TYPE	CITY
Restoration and rehabilitation of the historic Taylor-Masonic Building (formerly the Bus Depot) for use as a Farm Museum	1998	Hancock	Tim Thompson, Administrator		$250,000	Lewisport	Historic Preservation	Lewisport
Construction of a reproduction iron cannon carriage for the Civil War Cannon to be displayed at the Columbus-Belmont Park on the bluff above the Mississippi River and near US 51	1998	Hickman	Ed Henson, Director	$35,000	$28,000	Parks	Historic Preservation	Frankfort
Restore the exterior and interior of one of the earliest gas stations in Middletown for use as a Tourist Information Center and Historic Museum	1998	Jefferson		$50,000	$40,000	Middletown	Rehab Historic Transportation	Middletown
Rehabilitate the River Suspension (Swinging) Pedestrian Bridge across the Levisa Fork of the Big Sandy River at the community of River	1998	Johnson	Sharon Hall		$268,413	Johnson County Fiscal Court	Independent Bike/Ped Facility	Prestonsburg
Restore the Vanceburg Depot in Lewis County	1998	Lewis		$187,500	$150,000	Vanceburg	Rehab Historic Transportation	Vanceburg
Stanford L&N Depot	1998	Lincoln	Eddie Carter, Mayor		$72,000	Stanford	Rehab Historic Transportation	Stanford
Provide ribbon lighting on the Maysville to Aberdeen bridge	1998	Mason		$160,251	$128,201	Maysville	Rehab Historic Transportation	Maysville

DESCRIPTION	FY	COUNTY	CONTACT PERSON	TOTAL COST	FEDERAL TE FUNDS	AGENCY	PROJECT TYPE	CITY
Purchase of a historic L&N Office Car named "Kentucky" by the Kentucky Railway Museum for use in interpretation of our railroad history	1998	Nelson	John Campbell	$192,500	$154,000	New Haven KY Railway Museum	Transportation Museum	New Haven
Preservation and restoration of the Kennett Tavern building which was a regular stop on an old Stagecoach Route through Kentucky	1998	Pendleton	Jim Hammond, Mayor		$187,000	Falmouth	Historic Preservation	Falmouth
Streetscape improvements to include overhead utility relocation, installation of period lighting, construction of sidewalks in character with the historic district and installation of permanently affixed benches	1998	Scott	City of Georgetown	$625,000	$500,000	Georgetown	Historic Preservation	Georgetown
Identification and promotion of sites and attractions throughout Kentucky holding special interest for African-American travelers, as well as persons interested in multicultural tourism.	1998	Statewide	Bob Stewart, Commissioner	$62,500	$50,000	Dept. Of Travel	IEPR of Historic or Arch. Resources	Frankfort
Green Area revitalization and city beautification	1999	Allen		$1,820,718	$200,000	Scottsville	Historic Highway Program	Scottsville
Colville Covered Bridge	1999	Bourbon	Bridges		$382,279	Bridge Design	Rehab Historic Transportation	

DESCRIPTION	FY	COUNTY	CONTACT PERSON	TOTAL COST	FEDERAL TE FUNDS	AGENCY	PROJECT TYPE	CITY
Rehabilitate Duncan Tavern, a 1788 hostler/stage coach stop, by correcting structural problems with trusses, roof, chimneys & gutters, evaluate possible structure failures, assess and improve utility lines and electrical system	1999	Bourbon		$200,000	$160,000	Bourbon County	Rehab Historic Transportation	Paris
Dismantle Walcott Covered Bridge	1999	Bracken	Bridges		$29,476	Bridge Design	Rehab Historic Transportation	
Streetscape	1999	Breckinridge	Honorable Tom Wheatley		$84,521	Cloverport	Historic Preservation - RK Streetscape	Cloverport
Restore the historic CSX depot in the center of the downtown commercial district for use as a community meeting center and museum	1999	Breckinridge	City of Irvington	$158,000	$100,000	Irvington	Rehab Historic Transportation	Irvington
Construct 8-foot wide, paved hike/bike path from the arboretum at Bernheim to Hwy 1604 at Lotus, the path will run along the road bed of old Hwy 245 on Bernheim property paralleling the same scenic route traveled by the KY Diner Train	1999	Bullitt	The Honorable Kenneth Rigdon	$500,000	$200,000	Bullitt County	Independent Bike/Ped Facility	Shepherdsville
Beautification of downtown area including landscaping	1999	Butler		$661,097	$100,000	Morgantown	Landscaping & Scenic Beautification	Morgantown

DESCRIPTION	FY	COUNTY	CONTACT PERSON	TOTAL COST	FEDERAL TE FUNDS	AGENCY	PROJECT TYPE	CITY
Installing 2 miles of concrete walking/bicycle trail within the City of Fredonia to provide a 48" wide pedestrian artery to link Paul Riley-Woodmen of the World Park, City Hall, Valley Bank, the local restaurant, local grocery, post office, churches, etc.	1999	Caldwell	City of Fredonia	$100,600	$80,480	Fredonia	Independent Bike/Ped Facility	Fredonia
Restore the L&N Freight Depot built in 1907 currently used by the Community Theater and situate in the city park system including accessibility upgrades to landscaping, building's exterior and key interior public areas	1999	Calloway		$319,980	$90,000	Murray	Rehab Historic Transportation	Murray
Streetscape	1999	Calloway			$320,000	Murray	Historic Preservation - RK Streetscape	Murray
Acquisition and renovation of an abandoned pedestrian bridge owned by CSX railroad	1999	Campbell	City of Bellevue	$201,000	$160,500	Bellevue	Independent Bike/Ped Facility	Bellevue
Streetscape	1999	Campbell	Eric Avner		$450,000	Newport, City of	Historic Preservation - RK Streetscape	Newport
Streetscape	1999	Carroll	The Honorable Ann C. Deatherage	$570,556	$427,830	Carrollton	Historic Preservation - RK Streetscape	Carrollton

DESCRIPTION	FY	COUNTY	CONTACT PERSON	TOTAL COST	FEDERAL TE FUNDS	AGENCY	PROJECT TYPE	CITY
Streetscape	1999	Clark	The Honorable Dodd D. Dixon		$164,730	Winchester	Historic Preservation - RK Streetscape	Winchester
Funding to complete construction of the Horse Fork Trail, East Owensboro Trail and South Owensboro Trail sections of the Greenbelt walking/biking facility	1999	Daviess	Sue B. Fowler	$1,861,900	$300,000	Owensboro	Independent Bike/Ped Facility	Owensboro
Archaeological investigation of Ashland, the Henry Clay Estate in Lexington	1999	Fayette	David Pollack	$93,200	$75,000	Heritage Council		Frankfort
Acquisition of property, paving and construction and trail amenities for a 10-mile trail 12-foot wide along abandoned railroad from the Madden Property east towards Man-o-War and I-75 into Clark County and Winchester	1999	Fayette		$700,000	$360,000	Lexington-Fayette	Preservation of Abandoned Railway Corridors	Lexington
Purchase and installation of 59 wave-style bicycle parking racks at 38 Lexington parks	1999	Fayette		$27,750	$22,200	Lexington-Fayette	Independent Bike Facility	Lexington
Streetscape	1999	Fleming	Mayor Demaree C. Todd	$416,735	$333,388	Flemingsburg	Historic Preservation - RK Streetscape	Flemingsburg
Complete the restoration of a building to be used for the Fleming county Museum with an emphasis on the Covered Bridges	1999	Fleming		$50,000	$40,000	Fleming County	Rehab Historic Transportation	Flemingsburg

DESCRIPTION	FY	COUNTY	CONTACT PERSON	TOTAL COST	FEDERAL TE FUNDS	AGENCY	PROJECT TYPE	CITY
Middlecreek Battlefield Site Acquisition, design and construction of a parking area & landscaping around kiosk, construction of battlefield loop trail, vista clearing, signs, restoration of Mt. Sterling-Pound Gap Road, clearing & development of graveyard	1999	Floyd		$423,750	$173,750	Floyd County	Rehab Historic Transportation	Prestonsburg
Fund the Urban Youth Program in Franklin and Jefferson Counties	1999	Franklin	Edward L. Powe		$175,000	KSU, KYTC, FHWA	Landscaping & Scenic Beautification	Frankfort
Plant and establish a wildflower, native plants and grasses area within the I064 EB to US 127 Ramp at Frankfort	1999	Franklin	Jo Shockley	$3,994	$3,195	Frankfort	Planting of Native Wildflowers	Frankfort
Switzer Covered Bridge School to train stonemasons in Dry-Laid stone techniques	1999	Franklin	Bridges		$149,123	Bridge Design	Rehab Historic Transportation	Frankfort
Streetscape	1999	Franklin			$700,000	Frankfort	Historic Preservation - RK Streetscape	Frankfort
Streetscape	1999	Graves			$410,000	Mayfield	Historic Preservation - RK Streetscape	Mayfield

DESCRIPTION	FY	COUNTY	CONTACT PERSON	TOTAL COST	FEDERAL TE FUNDS	AGENCY	PROJECT TYPE	CITY
Renovation work on a stationary pedestrian bridge spanning a valley and joining the commercial district with a residential district and the elementary school including a ramp to make the bridge ADA accessible and renovation of the railroad depot	1999	Green		$134,658	$107,726	Greensburg	Independent Bike/Ped Facility	Greensburg
Restore the CSX Train Depot located on Ferry Street in Russell, KY. The building will be a museum dedicated to the city's history and strong link to the railroad system	1999	Greenup	Donald G. Fraley		$30,000	Russell	Rehab Historic Transportation	Russell
Acquisition and Restoration of the Lynch Railroad Depot	1999	Harlan		$250,000	$200,000	Harlan Co. Fiscal Court	Rehab Historic Transportation	Harlan
Streetscape	1999	Henderson			$220,000	Henderson	Historic Preservation - RK Streetscape	Henderson
Acquisition and Renovation of the Union Station RR Depot	1999	Henderson		$1,010,000	$300,000	Henderson	Rehab Historic Transportation	Henderson
Streetscape	1999	Hopkins			$300,000	Dawson Springs	Historic Preservation - RK Streetscape	Dawson Springs
1.5 mile rail-trail conversion to include paving and fencing and 8-foot wide trail and installing benches	1999	Hopkins		$113,000	$90,400	White Plains	Preservation of Abandoned Railway Corridors	White Plains
Design for renovation of the Buechel Train Station	1999	Jefferson	Francie Weber, Grants Manager	$25,000	$20,000	Jefferson County	Rehab Historic Transportation	Louisville

DESCRIPTION	FY	COUNTY	CONTACT PERSON	TOTAL COST	FEDERAL TE FUNDS	AGENCY	PROJECT TYPE	CITY
Construction of the 4.5 miles of trail, trail intersections, railroad crossings, trail rest areas, sidewalk trails to local schools, Riverview Park trail head, Farnsley-Moreman trail head. Mike Linnig's trail head and miscellaneous items	1999	Jefferson	Francie Weber	$306,722	$100,000	Jefferson County	Independent Bike/Ped Facility	Louisville
Completion of the only remaining historic building at Camp Nelson, acquisition of an additional 204 acres and 207 acres purchased with matching funds, archaeological investigation, trail development, landscaping and interpretive signing	1999	Jessamine		$3,086,833	$600,000	Jessamine Co.	Historic Preservation	Nicholasville
Construction of a highrise pedestrian facility	1999	Johnson	The Honorable Robin Cooper	$249,500	$199,600	Paintsville	Independent Bike/Ped Facility	Paintsville
Completion of the Carnegie arts Center's proposed building connector which provides handicap access to the facility	1999	Kenton	Gene Archbold	$576,912	$270,000	Covington	Historic Preservation	Covington
Hindman - Construct a covered trail way/walkway along KY160	1999	Knott	Carroll McGill	$500,000	$400,000	Finance & Administration Cabinet	Independent Pedestrian Facility	Frankfort
Planning, survey, design and construction of an overlook, connector trail, interpretive signing and parking area for the Camp Wildcat Battlefield and Wilderness Road	1999	Laurel		$106,700	$85,300	Laurel County	Independent Pedestrian Facility	London

DESCRIPTION	FY	COUNTY	CONTACT PERSON	TOTAL COST	FEDERAL TE FUNDS	AGENCY	PROJECT TYPE	CITY
Pulloff spots at overlooks for Little Shepherd Trail	1999	Letcher		$940,000	$100,000	Letcher County	Historic Highway Program	Frankfort
US 23 Welcome Center Walking Trail project located on Pine Mountain in Letcher County near the City of Jenkins, the trail will be composed of an earth and concrete composite and have a split rail fence along the perimeter leading down stone steps	1999	Letcher		$90,000	$72,000	Jenkins	Independent Bike/Ped Facility	Jenkins
Construction of an 8' trail from jetty to town, and 8' trail to the City Park and Lake Barkley, and renovation of jetty.	1999	Livingston	Frank Buchanan	$365,000	$292,000	Grand Rivers	Independent Pedestrian Facility	Grand Rivers
Conversion of an abandoned railroad corridor into a bike and pedestrian trail 1.5 miles that would bound the City of Benton and a beautiful area of Clarks River which has been purchased as a National Wildlife Refuge	1999	Marshall		$309,640	$214,000	Benton	Preservation of Abandoned Railway Corridors	Benton
Streetscape	1999	Mason			$300,000	Maysville	Historic Preservation - RK Streetscape	Maysville
Acquire & rehabilitate the Marshall Key House, believed to be a stop on the Underground Railroad and visited by Harriet Beecher Stowe, for use as a museum	1999	Mason		$200,000	$160,000	Maysville	Historic Preservation	Maysville

DESCRIPTION	FY	COUNTY	CONTACT PERSON	TOTAL COST	FEDERAL TE FUNDS	AGENCY	PROJECT TYPE	CITY
Streetscape	1999	McCracken	Tom Barnett		$650,000	Paducah	Historic Preservation - RK Streetscape	Paducah
River Heritage Museum in downtown Paducah to include interior construction, permanent exhibits, theater development, and other essential aspects to enable the museum to better acquaint the public with the importance of the river system a	1999	McCracken		$375,000	$300,000	Paducah	Historic Preservation	Paducah
Restoration of the historic staircases leading down "Town Hill" to the downtown historic district	1999	Meade		$40,455	$32,364	Brandenburg	Independent Bike/Ped Facility	Brandenburg
Pedestrian trail	1999	Metcalfe		$99,883	$79,883	Edmonton	Independent Bike/Ped Facility	Edmonton
Streetscape	1999	Montgomery	The Honorable Gary Williamson		$8,685	Mt. Sterling	Historic Preservation - RK Streetscape	Mt. Sterling
Starting in Central City and extending into Powderly and connecting the city park into Greenville involving a 12 mile area and the purchase of land, blacktop, benches, lights, bridge flooring and guardrails, and plants	1999	Muhlenberg		$266,320	$213,956	Muhlenberg County	Preservation of Abandoned Railway Corridors	Greenville

DESCRIPTION	FY	COUNTY	CONTACT PERSON	TOTAL COST	FEDERAL TE FUNDS	AGENCY	PROJECT TYPE	CITY
Construction of a .62 mile trail with landscape, signing, purchase and rehabilitation of a historic L&N depot as a trailhead	1999	Oldham		$400,000	$320,000	Oldham County	Independent Bike/Ped Facility	LaGrange
Landscaping/Beautification project at the Mountain Parkway/Stanton interchange	1999	Powell		$25,029	$20,023	Powell County	Landscaping & Scenic Beautification	Stanton
Streetscape	1999	Pulaski			$310,846	Somerset	Historic Preservation - RK Streetscape	Somerset
Rails to Trails project that encompasses abandoned railroad land on US 60 West that continues through Morehead and ends at the Rodburn section of the county or around the beginning of KY 32 involves land purchase including 50 ft. on each side	1999	Rowan		$145,500	$116,400	Morehead	Preservation of Abandoned Railway Corridors	Morehead
Streetscape	1999	Shelby			$320,000	Shelbyville	Historic Preservation - RK Streetscape	Shelbyville
Highway 31W Kentucky Heritage Corridor Master Plan for cooperative marketing and management to evaluate and inventory sites and develop recommendation for preservation, interpretation, and marketing with an emphasis on safety and infrastructure issues	1999	Simpson Hart Barren Warren Larue Edmonson Hardin Meade Jefferson	Debby Spencer	$73,250	$50,000	Franklin	State Scenic Byways	Franklin

DESCRIPTION	FY	COUNTY	CONTACT PERSON	TOTAL COST	FEDERAL TE FUNDS	AGENCY	PROJECT TYPE	CITY
Sign the Kentucky portion of a national bicycle route call the Transamerica Bike Trail throughout 600 miles. The route goes through three RK communities	1999	Statewide	Jerry Ross, Director	$20,000	$16,000	Dept. of Highways	Independent Bike/Ped Facility	Frankfort
Expansion of Wildflower Establishment Program to include major arterial and entrances to the Commonwealth on the Interstate Highway Systems	1999	Statewide	Bill Crace, Director	$400,000	$320,000	Dept. of Highways	Planting of Native Wildflowers	Frankfort
Used to assist tourist attractions and historic sites that will now qualify for signage under HB 612 to cover cost of Limited Supplemental and Post Interchange guide signs on interstates and parkways	1999	Statewide	David Lovelace	$375,000	$300,000	Tourism Cabinet	Outdoor Advertising Control	Frankfort
Repair 50 and Repaint 63 historical markers	1999	Statewide	Dianne Wells	$50,750	$40,600	Historical Society	Historic Highway Program	Frankfort
Kentucky portion of an Illinois/Kentucky Ohio River Civil War Heritage trail to include 32 fiberglass interpretive signs, 100,000 copies of guidebook GIS map and Website of project area, edit, design and layout of guidebook and final edit of sign text	1999	Statewide	David Morgan	$199,912	$100,000	Heritage Council	Historic Preservation	Frankfort

DESCRIPTION	FY	COUNTY	CONTACT PERSON	TOTAL COST	FEDERAL TE FUNDS	AGENCY	PROJECT TYPE	CITY
Statewide GIS database to include the historic structures to be linked to existing computerized database and archeological site coverage undertaken in Phase I TE project	1999	Statewide	David Pollack	$400,000	$320,000	UK Research Foundation	Historic Preservation	Lexington
Funding to complete the historic depot restoration project to include site and depot build-out	1999	Warren	Kathie Curtis	$1,675,108	$700,000	Bowling Green	Rehab Historic Transportation	Bowling Green
Restore and refinish the interior of the former L&N RR Depot built in 1908. Exterior has been restored, approximately .5 of interior (1700 sq. ft.) unfinished after 1970's fire	1999	Whitley		$155,000	$124,000	Corbin	Rehab Historic Transportation	Corbin
TOTAL					**$17,147,869**			

LONG-RANGE ELEMENT

STATEWIDE TRANSPORTATION PLAN

AIR TRANSPORTATION PROGRAM
LONG-RANGE ELEMENT
STATEWIDE TRANSPORTATION PLAN

AIR TRANSPORTATION PROGRAM
(FY 1998-2018)

Airport needs historically identified in this plan include airport construction projects and operational enhancements at Kentucky's regional and city airports. Improvements at the major commercial airports are not identified since such improvements would be dependent upon major discretionary funding.

Historically, Kentucky has funded most projects based upon the following priorities:

- Match federal grants
- Meet legislative mandates
- Promote economic development
- Enhance safety
- All others

However, Kentucky is in the process of transitioning its Airport Development Program from the previous Capital Aviation Improvement Plan (CIP), which was not a financially-constrained project list to a Six Year Airport Capital Improvement Program to assist the Cabinet in prioritizing funding requests. This program has been described in the Short-Range Element of this document.

During Fiscal Year 1997 Kentucky initiated a major update to the Kentucky Aviation System Plan (KASP). This plan has provided a guide for developing, maintaining and promoting airports in Kentucky, with an emphasis on General Aviation Airports. The plan inventoried the 60 public airports around the Commonwealth, summarized general aviation and air carrier trends, identified local and regional socioeconomic factors that could impact aviation development, prepared forecasts of general aviation activity, provided a list of needed airport development projects to meet the projected aviation system demand, and examined the connectivity of airports to other modes of ground transportation.

The Six Year Airport Capital Improvement Program, which will be included in the short-range element of future Statewide Transportation Plans, represents a six-year capital plan for the Division of Aeronautics and serves as the implementation guide for the KASP, providing a phased prioritized list of identified aviation projects and costs. However, these projects only represent project needs for a six year period. Kentucky has a significant backlog of needed projects.

A complete listing of airport needs, developed through the KASP update of 1998, has been included in the appendix for the 20-year period from FY 1998 through FY 2018 in three segments: FY 1998-FY2002, FY 2003-FY 2008, and FY 2009-FY2018. See Exhibit 28 for the proposed Airport System in Kentucky when the KASP has been fully implemented.

INSERT EXHIBIT 28

LONG-RANGE HIGHWAY PLAN

LONG-RANGE ELEMENT

STATEWIDE TRANSPORTATION PLAN

LONG-RANGE HIGHWAY PLAN

This section includes a list of projects which have been selected as the Long-Range Highway element of the Statewide Transportation Plan, including projects for which the funding of initial phases is included in the FY 1999 – 2004 Six Year Highway Plan and new projects identified through the Statewide Planning and Public Involvement Process.

These projects include the long-range element of the Statewide Transportation Plans for the four smaller metropolitan areas (Owensboro, Ashland, Henderson, and the Ft. Campbell region). These projects are reflective of the unique situation in which the functional responsibility for transportation planning and the recommendation of priority projects rests with the designated Metropolitan Planning Organization, but the funding decisions for needed highway system improvements are considered competitively by the Cabinet along with all other statewide needs.

The Long-Range Highway Plans for the three larger metropolitan areas (Lexington, Louisville and Northern Kentucky) are not included on the project list, but are incorporated by reference in this Plan.

Finally a special category of needed highway system improvements encompasses those projects that are unlikely to move forward until and unless special, project-specific funding is identified at the federal level. These projects are referred to as "Illustrative Projects" in the TEA-21, and are so referenced here.

Following this section, we have included a series of exhibits which illustrate the Highway Element of the Statewide Transportation Plan and the distribution of these projects across the Commonwealth. The last two exhibits show the highway projects with the distribution of Kentucky's minority population and the persons under the poverty level in Kentucky. Those exhibits include:

- Exhibit 29 – The Long-Range Highway Element, Long-Range Highway Plan (FY 2005 – FY 2018)
- Exhibit 30 – The Statewide Transportation Plan Highway Element – Six Year Highway Plan and the Long-Range Highway Plan (FY 1999 – FY 2018)
- Exhibit 31 – The STP Highway Element and the Persons Below the Poverty Level
- Exhibit 32 – The STP Highway Element and the Minority Populations

INSERT EXHIBIT 29

INSERT EXHIBIT 30

INSERT EXHIBIT 31

INSERT EXHIBIT 32

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR INTERSTATE ROUTES			
LONG-RANGE PLAN FOR I-24			
CHRISTIAN	Reconstruct I-24/US 41A interchange	0.1	15.0
Subtotal - I-24		0.1	15.0
LONG-RANGE PLAN FOR I-64			
BOYD	Reconstruct interchange at KY 180	1.4	17.2
CLARK	Major widening for 2 additional lanes (4 to 6 lanes) from KY 1958 to KY 627 in Winchester. See segment 3 in May, 1998 Advance Planning Study.	2.0	11.7
CLARK	Major widening for 2 additional lanes (4 to 6 lanes) from KY 627 to the Mountain Pky. Includes reconstruction of Mountain Pky. interchange. See segment 4 in May, 1998 Advance Planning Study.	1.4	17.7
FAYETTE CLARK	Major widening for 2 additional lanes (4 to 6 lanes) from KY 859 to KY 1958. See segment 2 in May, 1998 Advance Planning Study.	6.7	28.4
JEFFERSON SHELBY	Major widening for 2 additional lanes (4 to 6 lanes) from I-265 to KY 1848. See segment 1 in May, 1998 Advance Planning Study.	8.7	42.1
SHELBY	Major widening for 2 additional lanes (4 to 6 lanes) from KY 1848 to KY 55 at Shelbyville. See segment 2 in May, 1998 Advance Planning Study.	4.3	20.5
SHELBY	Major widening for 2 additional lanes (4 to 6 lanes) from KY 55 to KY 53 at Shelbyville. See segment 3 in May, 1998 Advance Planning Study.	3.3	16.2
Subtotal - I-64		27.8	153.8

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR I-65			
BARREN EDMONSON	Major widening for 2 additional lanes (4 to 6 lanes) from Cumberland Pky. to KY 255. See segment 13 in February, 1998 Advance Planning Study.	4.2	20.0
BARREN	Major widening for 2 additional lanes (4 to 6 lanes) from KY 255 to KY 70 at Cave City. See segment 14 in February, 1998 Advance Planning Study.	5.1	22.1
HARDIN	Major widening for 2 additional lanes (4 to 6 lanes) from KY 84 at Sonora to KY 222. See segment 21 in February, 1998 Advance Planning Study.	5.2	25.5
HARDIN	Major widening for 2 additional lanes (4 to 6 lanes) from KY 222 to 0.9 mi S of the Western Pky. See segment 22 in February, 1998 Advance Planning Study.	4.6	19.9
HART BARREN	Major widening for 2 additional lanes (4 to 6 lanes) from KY 70 at Cave City to KY 218. See segment 15 in February, 1998 Advance Planning Study.	5.2	23.2
HART	Major widening for 2 additional lanes (4 to 6 lanes) from KY 218 to US 31W at Munfordville. See segment 16 in February, 1998 Advance Planning Study.	6.5	33.2
HART	Major widening for 2 additional lanes (4 to 6 lanes) from US 31W at Munfordville to KY 728. See segment 18 in February, 1998 Advance Planning Study.	6.3	29.1
HART LARUE	Major widening for 2 additional lanes (4 to 6 lanes) from KY 728 to KY 224. See segment 19 in February, 1998 Advance Planning Study.	5.5	25.0
LARUE HARDIN	Major widening for 2 additional lanes from KY 224 to KY 84 at Sonora. See segment 20 in February, 1998 Advance Planning Study.	4.5	20.9

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR I-65 (continued)			
SIMPSON	Major widening for 2 additional lanes (4 to 6 lanes) from Tennessee State Line to US 31W. Includes reconstruction of US 31W interchange. See segment 1 in February, 1998 Advance Planning Study.	2.0	15.4
SIMPSON	Major widening for 2 additional lanes (4 to 6 lanes) from US 31W to KY 100. Includes reconstruction of KY 100 interchange. See segment 2 in February, 1998 Advance Planning Study.	4.0	26.0
SIMPSON	Major widening for 2 additional lanes (4 to 6 lanes) from KY 100 to KY 585. See segment 3 in February, 1998 Advance Planning Study.	1.6	8.4
SIMPSON WARREN	Major widening for 2 additional lanes (4 to 6 lanes) from KY 585 to KY 240. Includes new interchange at either KY 585 or KY 1171. See segment 4 in February, 1998 Advance Planning Study.	7.3	44.8
WARREN	Major widening for 2 additional lanes (4 to 6 lanes) from KY 240 to the William H. Natcher Pky. Includes reconstruction of Pky. interchange. See segment 6 in February, 1998 Advance Planning Study.	5.7	30.8
WARREN	Major widening for 2 additional lanes (4 to 6 lanes) from William H. Natcher Pky. to US 231 at Bowling Green. Includes reconstruction of US 231 interchange. See segment 7 in February, 1998 Advance Planning Study.	1.8	13.4
WARREN	Major widening for 2 additional lanes (4 to 6 lanes) from KY 446 to US 68. Additional funds needed in addition to funds scheduled in 6YP Item 03-5.00. See segment 10 in February, 1998 Advance Planning Study.	7.5	22.9
WARREN	Major widening for 2 additional lanes (4 to 6 lanes) from US 68 to KY 101. Includes expansion of the US 68 interchange for full movements. Additional funds needed in addition to funds scheduled in 6YP Items 03-6.00 & 6.01. See segment 11 in 1998 study.	2.0	9.7

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR I-65 (continued)			
WARREN	Major widening for 2 additional lanes (4 to 6 lanes) from KY 101 to Cumberland Pky. See segment 12 in February, 1998 Advance Planning Study.	5.6	25.1
Subtotal - I-65		84.6	415.4
LONG-RANGE PLAN FOR I-71			
GALLATIN	Major widening for 2 additional lanes (4 to 6 lanes) from new I-71\US 42 connector to KY 35. Includes reconstruction of existing KY 35 interchange.	1.9	18.5
Subtotal - I-71		1.9	18.5
LONG-RANGE PLAN FOR I-75			
GRANT SCOTT	Major widening for 2 additional lanes (4 to 6 lanes) from Eagle Creek to KY 330. See segments 13a & 13b in August, 1998 Advance Planning Study.	6.3	35.5
GRANT	Major widening for 2 additional lanes (4 to 6 lanes) from KY 36 to Boltz Lake Bridge (culvert). See segments 15a & 16a in August, 1998 Advance Planning Study.	5.3	39.2
LAUREL ROCKCASTLE	Major widening for 2 additional lanes (4 to 6 lanes) from KY 80 at London to Sand Hill Rd. overpass (formerly KY 2791). Additional funds needed in addition to funds scheduled in 6YP Items 08-4.00 & 4.01. See segments 7a thru 8a in August, 1998 Advance Planning Study.	13.3	37.3
MADISON	Major widening for 2 additional lanes (4 to 6 lanes) from KY 21 at Berea to 1.02 mi N of KY 595 at Berea. See segment 11 in August, 1998 Advance Planning Study.	3.8	10.1
MADISON	Major widening for 2 additional lanes (4 to 6 lanes) from 1.02 mi N of KY 595 at Berea to 0.28 mi S of Duncannon Rd. See segment 12a in August, 1998 Advance Planning Study.	4.1	15.6

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR I-75 (continued)			
ROCKCASTLE	Major widening for 2 additional lanes (4 to 6 lanes) from Sand Hill Rd. overpass (formerly KY 2791) to US 25 at Mt. Vernon. See segment 8b in August, 1998 Advance Planning Study.	4.5	22.9
ROCKCASTLE	Major widening for 2 additional lanes (4 to 6 lanes) from US 25 at Mt. Vernon to US 25 at Renfro Valley. See segment 9 in August, 1998 Advance Planning Study.	3.1	14.8
ROCKCASTLE MADISON	Major widening for 2 additional lanes (4 to 6 lanes) from US 25 at Renfro Valley to KY 21 at Berea. Impacts 6YP Item 08-2000.00. See segments 10a, 10b & 10c in August, 1998 Advance Planning Study.	13.5	53.1
WHITLEY	Major widening for 2 additional lanes (4 to 6 lanes) from Tennessee State Line to KY 92 at Williamsburg. Impacts 6YP Item 11-2000.00. See segments 1a & 1b in August, 1998 Advance Planning Study.	10.6	51.8
WHITLEY	Major widening for 2 additional lanes (4 to 6 lanes) from KY 92 at Williamsburg to US 25W at Goldbug. Impacts 6YP Item 11-2000.00. See segment 2 in August, 1998 Advance Planning Study.	4.9	20.6
WHITLEY	Major widening for 2 additional lanes (4 to 6 lanes) from US 25W at Goldbug to US 25W S of Corbin. Impacts 6YP Item 11-2000.00. See segments 3a & 3b in August, 1998 Advance Planning Study.	9.2	39.9
WHITLEY LAUREL	Major widening for 2 additional lanes (4 to 6 lanes) from US 25W S of Corbin to US 25E N of Corbin. Impacts 6YP Item 11-2000.00. See segment 4 in August, 1998 Advance Planning Study.	4.2	19.6
Subtotal -I-75		82.8	360.4

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR US ROUTES			
LONG-RANGE PLAN FOR US 23			
FLOYD	Construct acceleration lane for Northbound US 23 at KY 80 interchange near Watergap	0.3	0.8
GREENUP	Construct interchange at KY 750 in Russell	0.1	10.0
PIKE	Major widening to 6 lanes with urban section from KY 1384 to KY 2061 N of Pikeville	5.1	20.0
Subtotal - US 23		5.5	30.8
LONG-RANGE PLAN FOR US 25			
MADISON	Reconstruction from US 421 to KY 876 (Richmond Bypass) in Richmond	3.5	10.5
Subtotal - US 25		3.5	10.5
LONG-RANGE PLAN FOR US 27			
GARRARD	Major widening from KY 753 to KY 34. See segment 17a in August, 1998 Advance Planning Study.	1.9	14.1
GARRARD LINCOLN	Major widening from KY 34 to US 150 Bypass at Stanford. See segments 12 thru 16 in August, 1998 Advance Planning Study.	14.2	98.3
HARRISON	West Bypass of Cynthiana from US 27 S to US 27 N. See alternate 5 in 1995 route study. See also segments 9a & 9b in August, 1998 Advance Planning Study.	3.6	21.0
LINCOLN PULASKI	Major widening from KY 70 at Eubank to Logans Creek culvert at Stanford. See segments 3 thru 10 in August, 1998 Advance Planning Study.	16.8	121.3
PENDLETON CAMPBELL	Reconstruction from Licking River Bridge to KY 154. See segments 14 (MP 8.18), 15, 16 & 17 in August, 1998 Advance Planning Study. Impacts 6YP Item 06-187.00.	13.8	72.2

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR US 27 (continued)			
PULASKI	Major widening from Norwood Rd. to KY 70 at Eubank. See segments 2a, 2b, & 2c in August, 1998 Advance Planning Study.	8.4	58.8
Subtotal - US 27		58.7	385.7
LONG-RANGE PLAN FOR US 31E			
NELSON	Major widening to 5 lanes from KY 245 to 0.25 mi N of Withrow Ct. near Bardstown. See segment 2 in June, 1998 Advance Planning Report.	0.8	3.2
NELSON	Major widening to 5 lanes from 0.25 mi N of Withrow Ct. to N of Murrays Run Rd. See segment 2 in June, 1998 Advance Planning Study.	0.7	3.3
NELSON	Reconstruction from N of Murrays Run Rd. to KY 509 near Cox's Creek. See segment 3 in June, 1998 Advance Planning Study.	3.6	19.3
NELSON	Reconstruction from KY 509 near Cox's Creek to KY 523. See segment 4 in June, 1998, Advance Planning Study.	4.5	14.3
SPENCER NELSON	Relocation from Salt River Bridge to KY 523 in Nelson Co. (See Nelson Co. listing for continuation of project need to Bardstown). See segment 5 in June, 1998 Advance Planning Study.	4.9	17.1
Subtotal - US 31E		14.5	57.2

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR US 31W			
SIMPSON	Major widening from Tenn. State Line to KY 1008 at Franklin. Includes I-65 interchange reconstruction.	5.5	25.0
WARREN	Major widening from Campbell Ln. to William H. Natcher Pkwy. in Bowling Green	1.6	2.0
WARREN	Major widening from William H. Natcher Pkwy. to the Industrial Park S of Bowling Green	1.0	3.0
Subtotal - US 31W		8.1	30.0
LONG-RANGE PLAN FOR US 41A			
HENDERSON	Green St. - Major widening to provide continuous 2-way left turn lane from US 60 to US 41 in Henderson	4.5	15.0
HOPKINS	Major widening from US 41 to Kingdom Hall Rd. in Madisonville	3.5	14.0
WEBSTER	Reconstruction from KY 670 at Providence to KY 56 (East) at Poole near Henderson C/L	18.2	44.1
Subtotal - US 41A		26.2	73.2
LONG-RANGE PLAN FOR US 51			
CARLISLE	New Bardwell Eastern Bypass. See 1995 US 51 Scoping Study.	2.7	10.0
HICKMAN	New Clinton Eastern Bypass. See 1995 US 51 Scoping Study.	3.4	10.7
Subtotal - US 51		6.1	20.7

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR US 60			
BALLARD MCCRACKEN	Major widening to 4 lanes from 1.0 mi E of Denis Jones Rd. to Bethel Church Rd. Includes Kevil Bypass. See segment 7 in April, 1998 Advance Planning Study.	3.7	23.6
BALLARD	Major widening to 4 lanes from proposed LA Center Southern Bypass to 1.0 mi E of Denis Jones Rd. See segment 6 in April, 1998 Advance Planning Study.	1.8	12.0
CRITTENDEN	Major widening to 4 lanes from proposed Salem Bypass to KY 297. See segment 12 in April, 1998 Advance Planning Study.	4.9	27.5
CRITTENDEN	Major widening to 4 lanes from KY 297 to proposed Marion Bypass. See segment 13 in April, 1998 Advance Planning Study.	3.0	18.6
CRITTENDEN	Major widening from proposed Marion Bypass to Repton Rd. See segment 15 in April, 1998 Advance Planning Study.	3.4	22.3
CRITTENDEN	Major widening to 4 lanes from Repton Rd. to KY 365. See segment 16 in April, 1998 Advance Planning Study.	2.5	16.6
CRITTENDEN	Relocate from KY 365 to 0.4 mi SW of Blackford Rd. (Includes Rose Bud Hill). See segment 17 in April, 1998 Advance Planning Study.	3.8	12.5
CRITTENDEN UNION	Major widening to 4 lanes from 0.4 mi SW of Blackford Rd. to proposed Sullivan Bypass. See segment 18 in April, 1998 Advance Planning Study.	2.7	16.8
FRANKLIN	Widen from Evergreen Rd. to Hunters Trace	1.1	4.2
HANCOCK DAVIESS	Major widening to 4 lanes from Maceo to Lewisport. Impacts 6YP Item 02-2022.00. See segment 5 in July, 1998 Advance Planning Study.	7.3	28.0
HENDERSON	Major widening from 0.4 mi E of Wathen Ln. to Holloway-Rucker Rd. (KY 2183) near Henderson	2.2	8.2

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR US 60 (continued)			
HENDERSON	Reconstruction from Henderson Bypass (KY 425) to US 41A in Henderson	1.7	5.8
HENDERSON	Construct new Corydon Bypass. See segment 29 in April, 1998 Advance Planning Study.	2.7	12.8
HENDERSON	Major widening to 4 lanes from Corydon Bypass to Corydon-Geneva Rd. See segment 30 in April, 1998 Advance Planning Study.	2.2	9.8
LIVINGSTON	Section 1 of proposed Smithland Bypass. Includes new bridge over Cumberland River. See segment 5 in April, 1998 Advance Planning Study.	2.6	27.9
LIVINGSTON	Section 2 of proposed Smithland Bypass. See segment 6 in April, 1998 Advance Planning Study.	2.1	12.3
LIVINGSTON	Major widening to 4 lanes from approx. 0.5 mi E of Rudd-Spees Rd. to KY 937. See segment 3 in April, 1998 Advance Planning Study.	3.7	24.3
LIVINGSTON	Major widening to 4 lanes from KY 937 to proposed Smithland Bypass. See segment 4 in April, 1998 Advance Planning Study.	3.5	14.2
LIVINGSTON	Major widening to 4 lanes from approx. 0.8 mi E of Tennessee River Bridge to approx. 0.5 mi E of Rudd-Spees Rd. near Ohio Valley Baptist Church at Ledbetter. See segment 2 in April, 1998 Advance Planning Study.	3.1	20.1
LIVINGSTON	Construct new Salem Bypass. See segment 11 in April, 1998 Advance Planning Study.	2.3	15.4
LIVINGSTON	Major widening to 4 lanes from proposed Smithland Bypass to Dyer Mine Rd. See segment 7 in April, 1998 Advance Planning Study.	2.5	15.5
LIVINGSTON	Major widening to 4 lanes from Dyer Mine Rd. to proposed Burna Bypass (Dyer Hill). See segment 8 in April, 1998 Advance Planning Study.	2.1	10.8

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ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR US 60 (continued)			
LIVINGSTON	Construct new Burna Bypass. See segment 9 in April, 1998 Advance Planning Study.	2.5	11.6
LIVINGSTON	Major widening to 4 lanes from proposed Burna Bypass to proposed Salem Bypass. See segment 10 in April, 1998 Advance Planning Study.	5.0	28.3
MCCRACKEN	Major widening to 4 lanes from Bethel Church Rd. to KY 1154 (Martin Marietta). See segment 8 in April, 1998 Advance Planning Study.	1.6	7.7
MCCRACKEN LIVINGSTON	New bridge & approaches over Tennessee River from US 62 to existing US 60 approx. 0.8 mi E of the existing bridge. Unscheduled cost & length includes 1.8 mi realignment of US 62. See segment 1 in April, 1998 Advance Planning Study.	3.2	52.4
UNION	Construct new Sullivan Bypass. See segment 19 in April, 1998 Advance Planning Study.	2.1	11.7
UNION	Major widening to 4 lanes from proposed Sullivan Bypass to proposed Sturgis Bypass. See segment 20 in April, 1998 Advance Planning Study.	2.1	12.8
UNION	Construct new Sturgis Bypass. See segment 21 in April, 1998 Advance Planning Study.	3.5	18.4
UNION	Major widening to 4 lanes from proposed Sturgis Bypass to KY 950. See segment 22 in April, 1998 Advance Planning Study.	2.2	14.5
UNION	Major widening to 4 lanes from KY 950 to KY 492. See segment 23 in April, 1998 Advance Planning Study.	2.8	17.6
UNION	Major widening to 4 lanes from KY 492 to proposed Morganfield Bypass. See segment 24 in April, 1998 Advance Planning Study.	1.9	12.0

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ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR US 60 (continued)			
UNION HENDERSON	Major widening to 4 lanes from proposed Waverly Bypass to proposed Corydon Bypass. See segment 28 in April, 1998 Advance Planning Study.	4.3	23.9
Subtotal - US 60		96.1	570.1
LONG-RANGE PLAN FOR US 60B			
DAVIESS	Reconstruct intersection at US 60 W of Owensboro	0.1	0.1
DAVIESS	Construct dual left turn lanes at US 60 E of Owensboro	0.1	0.4
Subtotal - US 60B		0.2	0.5
LONG-RANGE PLAN FOR US 62			
LYON	Major widening to 4 lanes from Eddyville to WK Pkwy.	3.3	8.0
MUHLENBERG	Reconstruction from KY 189 to KY 181 at Greenville	1.6	6.0
NELSON	Reconstruct from State St. to airport entrance near Bardstown	1.0	3.1
Subtotal - US 62		5.9	17.1
LONG-RANGE PLAN FOR US 68			
BOURBON NICHOLAS	Major widening to 4 lanes from Paris Bypass to KY 32 NW of Carlisle. Additional funds needed in addition to funds scheduled in 6YP Items 07-310.01, 310.02, & 310.03. See segments 1a, 1b, & 1c in June, 1998 Advance Planning Study.	13.3	77.2
MARION BOYLE	Reconstruction from Lebanon to 1.5 mi E of Boyle C/L. (Excludes spot improvements projects)	9.2	18.4
MARSHALL	Improvements to US 68 to provide left turns for Marshall County High School and Christian Fellowship High School	1.2	10.0

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LONG-RANGE PLAN FOR US 68 (continued)			
NICHOLAS	Major widening to 4 lanes from KY 32 NW of Carlise to KY 1244. Additional funds needed in addition to funds scheduled in 6YP Item 09-115.00. See segment 2 in June, 1998 Advance Planning Study.	5.8	41.9
TAYLOR	Southern Bypass of Campbellsville	5.5	29.0
TRIGG MARSHALL	New bridge over Kentucky Lake. Additional funding needed in addition to funds scheduled in 6YP Item 01-180.70. See segment 8 in February, 1998 Advance Planning Study.	0.1	54.3
TRIGG	New bridge over Lake Barkley. Additional funding needed in addition to funds scheduled in 6YP Items 01-180.60 & 180.61. See segment 11 in February, 1998 Advance Planning Study.	0.1	29.0
Subtotal - US 68		35.2	259.8
LONG-RANGE PLAN FOR US 119			
LETCHER	Relocation from Partridge to KY 932. Additional funds needed in addition to funds scheduled in 6YP Items 12-311.10 thru 311.12. See segments 1a thru 2a in July, 1998 Advance Planning Study.	7.2	40.4
LETCHER	Pine Mountain - Relocation from KY 932 to KY 15 at Whitesburg. See alternative 2 from Pine Mountain Task Force.	6.7	80.7
Subtotal - US 119		13.9	121.1

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LONG-RANGE PLAN FOR US 127			
CLINTON	Major widening from the Albany Bypass to KY 558. See segment 3 in June, 1998 Advance Planning Study.	1.8	11.3
CLINTON	Major widening from KY 558 to KY 90. See segment 4 in June, 1998 Advance Planning Study.	1.2	7.5
FRANKLIN	Major widening to 6 lanes from I-64 to US 60 in Frankfort	1.4	10.5
RUSSELL	West Bypass of Jamestown. See segment 11 in June, 1998 Advance Planning Study.	3.0	14.7
Subtotal - US 127		7.4	44.0
LONG-RANGE PLAN FOR US 150			
LINCOLN	Relocation from Near Deep Well Rd. W of Crab Orchard to KY 39. See segment 4a in July, 1998 Advance Planning Study.	2.2	9.6
LINCOLN	Relocation from KY 39 to Edwards Rd. See segment 4b in July, 1998 Advance Planning Study.	2.1	8.1
LINCOLN ROCKCASTLE	Relocation from Edwards Rd. to Slaty Branch Rd. See segment 4c in July, 1998 Advance Planning Study.	1.7	6.1
ROCKCASTLE	Relocation from Slaty Branch Rd. to KY 1505 at Brodhead. See segment 4d in July, 1998 Advance Planning Study.	2.7	7.5
ROCKCASTLE	Relocation from KY 1505 at Brodhead to 0.5 mi E of KY 1250. See segment 5a in July, 1998 Advance Planning Study.	2.8	8.3
ROCKCASTLE	Relocation from 0.5 mi E of KY 1250 to KY 461 at Mt. Vernon. See segment 5b in July, 1998 Advance Planning Study.	2.9	10.6
WASHINGTON	Springfield Northwest Bypass	3.0	10.0
Subtotal - US 150		17.4	60.2

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LONG-RANGE PLAN FOR US 150B			
BOYLE	Major widening to 4 lanes from US 127 to US 150 S of Danville.	2.3	4.0
Subtotal - US 150B		2.3	4.0
LONG-RANGE PLAN FOR US 231			
BUTLER	Major widening to 4 lanes from downtown Morgantown to William H. Natcher Pkwy.	1.7	7.0
DAVIESS	Major widening to 4 lanes from South Burton Rd. to S of Owensboro Community College near Pettit Rd.	1.9	4.3
Subtotal - US 231		3.6	11.3
LONG-RANGE PLAN FOR US 421			
CLAY	Manchester Bypass (West Side) new construction from 0.2 mi N of Daniel Boone Pky. to 0.2 mi S of KY 3473.	3.9	38.0
CLAY	Reconstruction North of Manchester from Fox Hollow Rd. to KY 11 at Treadway.	4.0	22.6
HARLAN	Relocation from Barn Branch (KY 1138) to Virginia State Line. See segment 1 in July, 1998 Advance Planning Study.	3.8	31.5
JACKSON	Reconstruct from KY 89 North to Rockcastle C/L.	15.3	80.0
LESLIE	Relocation from Stinnett to Trace Branch. See existing route alternate in 1995 Project Scoping Report.	1.9	18.1
LESLIE	Relocation from Trace Branch to Leslie County High School. See existing route alternate in 1995 Project Scoping Report.	2.5	20.5

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LONG-RANGE PLAN FOR US 421 (continued)			
LESLIE	Hyden Bypass - Relocate US 421 from Leslie County High School to Hyden Spur (KY 118). See segment 9 in 1995 US 421 Project Scoping Report.	2.1	19.0
TRIMBLE	Stabilize existing approach to the Ohio River Bridge at Milton.	0.6	13.0
TRIMBLE	New approaches to Ohio River Bridge at Milton. Cost includes approx. $7.4 million for Indiana share of new approach needs. See alternate 2 in 1995 Planning Report & Environmental Overview.	1.3	36.0
TRIMBLE	New Steel Truss Bridge over Ohio River at Milton. Cost includes approx. $2.0 million for demolition of existing structure. See alternate 2 in 1995 Planning Report & Environmental Overview.	0.7	44.8
Subtotal - US 421		36.1	323.5
LONG-RANGE PLAN FOR US 431			
DAVIESS	Major widening from 25th St. to US 60 Bypass in Owensboro.	1.7	5.9
DAVIESS	Major widening from Panther Creek Bridge to existing 4 lanes near Owensboro SCL.	1.6	2.9
MCLEAN	Reconstruction of US 431 & KY 136 intersection in Livermore	0.1	0.6
Subtotal - US 431		3.4	9.4

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LONG-RANGE PLAN FOR US 460			
MAGOFFIN FLOYD	Major widening to 4 thru lanes from Mountain Pky. extension (KY 9009) to KY 1427. Additional funds needed in addition to funds scheduled in 6YP Items 10-121.00 & 121.10. See segments 2, 3, & 4 in August, 1998 Advance Planning Study.	7.4	52.9
MENIFEE	Reconstruction from KY 713 at Means to Frenchburg	5.9	17.7
MENIFEE	Reconstruction from KY 3338 S of Frenchburg to near KY 1242 at Mariba	2.7	7.1
MONTGOMERY	Major widening to 5 lanes from KY 686 to North limits of I-64 interchange in Mt. Sterling. Includes reconstruction of interchange ramps.	0.6	7.0
MONTGOMERY MENIFEE	Reconstruction from KY 599 SE of Jeffersonville to KY 713 at Means in Menifee Co.	4.1	12.6
MORGAN	Reconstruction from KY 205 to KY 191. See segment 6 in July, 1998 Advance Planning Study.	2.3	9.5
MORGAN	Reconstruction from KY 191 to KY 7 in West Liberty. See segment 8 in July, 1998 Advance Planning Study.	2.3	9.4
MORGAN	Reconstruct to eliminate substandard curves and grades from KY 946 to 1.5 mi E of KY 946	1.5	4.0
PIKE	Relocation from US 23 at Yeager to Stagger Fork. Additional funds needed in addition to funds scheduled in 6YP Items 12-263.10 & 263.11. See segments 1a & 1b in August, 1998 Advance Planning Study.	1.7	28.7
PIKE	Relocation from Stagger Fork to Greasey Creek. See segments 2a & 2b in August, 1998 Advance Planning Study.	1.9	43.3
PIKE	Relocations from Greasey Creek to Left Fork. See segments 3a, 3b, & 3c in August, 1998 Advance Planning Study.	3.1	79.6

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LONG-RANGE PLAN FOR US 460 (continued)			
PIKE	Relocation from Left Fork to W of Pond Creek. See segments 4a & 4b in August, 1998 Advance Planning Study.	2.2	49.8
PIKE	Relocation from W of Pond Creek to Dunleary Hollow. See segments 5a & 5b in August, 1998 Advance Planning Study.	2.1	46.8
PIKE	Relocation from Dunleary Hollow to Beaver Bottom. Includes connector from Dunleary to Belcher. See segments 6a & 6b in August, 1998 Advance Planning Study.	3.1	48.6
PIKE	Relocation from Beaver Bottom to Right Fork of Beaver Creek (KY 1373). See segments 7a & 7b in August, 1998 Advance Planning Study.	2.3	32.2
PIKE	Relocation from Right Fork of Beaver Creek (KY 1373) to Breaks Interstate Park. See segments 8a & 8b in August, 1998 Advance Planning Study.	2.1	48.0
SCOTT	Reconstruction from KY 227 to US 62	1.5	4.0
Subtotal - US 460		46.8	501.2
LONG-RANGE PLAN FOR US 641			
CALLOWAY	North 12th St. - Construct Southbound right turn lane at KY 121 in Murray.	0.1	0.9
CALLOWAY	Major widening from Tenn. State Line to KY 1828. See segment 1 in April, 1998 Advance Planning Study.	3.6	16.8
CALLOWAY	Major widening from KY 1828 to 0.8 mi S of KY 1550. See segment 2 in April, 1998 Advance Planning Study.	2.3	11.0
CALLOWAY	Major widening from 0.8 mi S of KY 1550 to KY 1550 in Murray. See segment 3 in April, 1998 Advance Planning Study.	0.8	4.6

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LONG-RANGE PLAN FOR US 641 (continued)			
CRITTENDEN CALDWELL	Relocation from Fredonia to Marion	9.8	32.0
LYON CALDWELL	Relocation from Eddyville to Fredonia	10.0	32.6
Subtotal - US 641		26.6	97.9
LONG-RANGE PLAN FOR KENTUCKY ROUTES			
LONG-RANGE PLAN FOR KY 2			
GREENUP	Curve correction at Old Town Creek Rd.	0.6	1.5
GREENUP	Remove overhanging rocks at KY 784 near Carter C\L	0.1	0.2
Subtotal - KY 2		0.7	1.7
LONG-RANGE PLAN FOR KY 5			
BOYD	Safety - Relocate intersection with US 60 at Princess - Provide left turn on US 60	1.0	2.1
BOYD	Safety - Reconstruct KY 5 above flood stage from Rockhouse Fork Road North 0.7 mi. MP 8.0 to 8.7	0.7	1.6
Subtotal - KY 5		1.7	3.7
LONG-RANGE PLAN FOR KY 7			
CARTER	Reconstruction from Elliott C/L to KY 1496. See segment 18 in July, 1998 Advance Planning Study.	4.8	25.6
CARTER	Reconstruction from KY 1496 to KY 1661. See segment 19 in July, 1998 Advance Planning Study.	4.4	21.3

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LONG-RANGE PLAN FOR KY 7 (continued)			
CARTER	Major widening to 4 lanes from KY 1661 to existing 4 lanes at Grayson. See segment 20 in July, 1998 Advance Planning Study.	1.1	10.2
ELLIOTT	Reconstruction from KY 173 to KY 32(East) at Sandy Hook. See segment 13 in July, 1998 Advance Planning Study.	5.0	24.4
ELLIOTT	Relocation from KY 32(East) at Sandy Hook to 0.8 mi S of KY 557. See segment 14 in July, 1998 Advance Planning Study.	1.4	4.8
ELLIOTT	Reconstruction from N of KY 706 to Carter C/L. See segment 17 in July, 1998 Advance Planning Study. See also alternate 1 in July, 1999 Scoping Study (Design).	5.3	14.6
MORGAN	West Bypass of West Liberty from KY 191\US 460 intersection to KY 519\KY 7 intersection. See segment 7 in July, 1998 Advance Planning Study.	3.0	12.8
MORGAN	Reconstruction from KY 519 to Kendall Hill Rd. See segment 10 in July, 1998 Advance Planning Study.	2.9	11.3
MORGAN ELLIOTT	Reconstruction from KY 711 at Wrigley to KY 173 in Elliott Co. See segment 12 in July, 1998 Advance Planning Study.	5.4	21.1
Subtotal - KY 7		33.3	146.1
LONG-RANGE PLAN FOR KY 9			
MASON	Major widening for two additional lanes from Lewis C\L to Bracken C\L	19.6	34.5
Subtotal - KY 9		19.6	34.5

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LONG-RANGE PLAN FOR KY 11			
FLEMING	Reconstruction from Tilton to Flemingsburg Bypass (KY 32). See segment 8 in April, 1998 Advance Planning Study.	3.0	7.9
MONTGOMERY	Reconstruction from I-64 to 1.0 mi S of Bath C/L. See 6YP Item 09-121.20 for continuation of project to KY 36 in Bath Co. See segments 1 & 2 in April, 1998 Advance Planning Study.	5.0	28.6
OWSLEY LEE	Reconstruction from KY 30 at Levi to KY 52 (East) at Beattyville. See segments 4a & 4b in August, 1998 Advance Planning Study.	7.3	31.7
Subtotal - KY 13		15.3	68.2
LONG-RANGE PLAN FOR KY 15			
BREATHITT PERRY	Relocation from 0.4 mi S of KY 28 to 1.75 mi S of KY 476. See segments 2a thru 2e in July, 1998 Advance Planning Study.	10.8	98.5
BREATHITT	Relocations from 1.75 mi S of KY 476 to 0.5 mi N of KY 1110 at Haddix. See segments 3a & 3b in July, 1998 Advance Planning Study.	3.6	44.2
BREATHITT	Relocation from 0.5 mi N of KY 1110 at Haddix to 0.4 mi N of KY 205 at Vancelve including new interchange at Jackson. (Additional funding needed in addition to funds scheduled in 6YP Items 10-270.11 & .20) See segments 4a thru 4h in 1998 Planning Study.	11.4	192.7
LETCHER	Construct new intersection with left turn lanes at KY 160 near Van	1.0	2.0
PERRY	Relocation from Morton Blvd. to KY 15 Bypass at Hazard. Includes new interchange at KY 550. Continuation of 6YP Item 10-269.02. (See alternate no. 1 in 10\95 Prel. Line & Grade Design Report)	1.4	42.0
Subtotal - KY 15		28.2	379.4

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LONG-RANGE PLAN FOR KY 22			
GRANT	Relocation between US 25 to I-75 via Barnes Rd. Corridor. Continuation of 6YP Item 06-339.00.	1.1	4.0
HENRY	New bridge over KY River in Gratz at Owen C/L	0.1	15.0
Subtotal - KY 22		1.2	19.0
LONG-RANGE PLAN FOR KY 30			
LAUREL JACKSON	Relocation from Viva E of East Bernstadt to US 421 at Tyner. See segments 1b thru 2c in August, 1998 Advance Planning Study.	18.4	38.6
OWSLEY JACKSON	Relocation from US 421 at Tyner in Jackson Co. to KY 11 at Levi. See segments 3a thru 3d in August, 1998 Advance Planning Study.	16.0	79.4
Subtotal - KY 30		34.4	118.0
LONG-RANGE PLAN FOR KY 32			
LAWRENCE	Reconstruction from Yatesville Lake reconstructed section to US 23	4.0	20.0
Subtotal - KY 32		4.0	20.0
LONG-RANGE PLAN FOR KY 36			
BATH	Reconstruct at slide area S of Owingsville	1.2	2.9
BATH	Construct right turn lane at Miller Shopping Center in Owingsville.	0.1	0.3
Subtotal - KY 36		1.3	3.2

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LONG-RANGE PLAN FOR KY 38			
HARLAN	Reconstruction from end of new construction near KY 215 to Benito	6.0	40.0
Subtotal - KY 38		6.0	40.0
LONG-RANGE PLAN FOR KY 40			
MARTIN	Relocation from Poplar Fork\Big Elk Cr. to W. VA State Line at Warfield (Priority Section 2). See segments 2a & 2b in July, 1998 Advance Planning Study.	4.6	142.5
MARTIN	Reconstruction at Buck Creek Hill	0.1	2.0
Subtotal - KY 40		4.7	144.5
LONG-RANGE PLAN FOR KY 44			
SPENCER	Taylorsville Bypass - Northwest connector from KY 44 to KY 55 north of Taylorsville	2.0	9.6
Subtotal - KY 44		2.0	9.6
LONG-RANGE PLAN FOR KY 49			
MARION	Reconstruction from Popes Creek Rd. to Riverside Bridge	1.2	4.0
Subtotal - KY 49		1.2	4.0
LONG-RANGE PLAN FOR KY 52			
GARRARD MADISON	Reconstruction from KY 954 to KY 21. See segment 7 in July, 1998 Advance Planning Study.	3.5	14.5
MADISON	Reconstruction from KY 21 to KY 1295. See segment 8 in July, 1998 Advance Planning Study.	5.2	21.1
MADISON	Reconstruction\Major widening from KY 1295 to I-75. See segment 9 in July, 1998 Advance Planning Study.	2.8	21.5
Subtotal - KY 52		11.5	57.1

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LONG-RANGE PLAN FOR KY 53			
SHELBY	Major widening from US 60 (East) to 0.4 mi S of I-64	2.3	8.2
Subtotal - KY 53		2.3	8.2
LONG-RANGE PLAN FOR KY 54			
DAVIESS	Major widening to 5 lanes from Thruston-Dermont Rd. to Jack Hinton Rd. SE of Owensboro	3.5	4.6
OHIO	Reconstruct intersection at KY 2671	0.1	0.7
Subtotal - KY 54		3.6	5.3
LONG-RANGE PLAN FOR KY 56			
UNION	Reconstruction from the Ohio River to Morganfield	12.4	33.0
Subtotal - KY 56		12.4	33.0
LONG-RANGE PLAN FOR KY 61			
ADAIR	Reconstruction from Sparksville to Columbia. See segment 4 in July, 1998 Advance Planning Study.	7.8	30.0
CUMBERLAND	Reconstruction from Burkesville to Jones Chapel. See segment 2 in July, 1998 Advance Planning Study.	7.5	21.0
GREEN	New construction from KY 61 S of Oak Ridge Rd. to KY 210 near KY 1192. See segment 1 in June, 1998 Advance Planning Study.	5.0	24.5
GREEN	East Bypass of Greensburg from Carlisle Ave.\Long Meadow Dr. to US 68\KY 61 intersection	1.8	2.5
Subtotal - KY 61		22.1	78.0

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LONG-RANGE PLAN FOR KY 66			
BELL	Reconstruct from 500' S of NCL of Pineville to KY 221	1.2	6.0
Subtotal - KY 66		1.2	6.0
LONG-RANGE PLAN FOR KY 70			
CASEY	Reconstruction from Brush Creek to WCL of Liberty	2.4	7.2
HOPKINS	Major widening from US 41 to KY 85	3.4	9.0
PULASKI	Relocation with new bridge over Southern RR at Eubank	0.6	2.2
Subtotal - KY 70		6.4	18.4
LONG-RANGE PLAN FOR KY 81			
DAVIESS	Sorgho Rd. - Major widening from US 60 Bypass to KY 56 in Owensboro. Includes reconstruction of KY 56\Worthington Rd. intersection.	0.6	1.1
Subtotal - KY 81		0.6	1.1
LONG-RANGE PLAN FOR KY 89			
ESTILL	Reconstruction from Rice St. in Irvine to 1.2 mi N of KY 1840 at Estill County High School	2.3	6.0
Subtotal - KY 89		2.3	6.0
LONG-RANGE PLAN FOR KY 92			
BELL	Reconstruct curve at Hosman\Magnet Hollow to eliminate flooding	0.1	2.0
WHITLEY	Relocation from Corn Bread Branch (near Old Jellico Rd.) to I-75.	6.8	20.0
Subtotal - KY 92		6.9	22.0

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LONG-RANGE PLAN FOR KY 93			
LYON	Construct left turn lane at riverport entrance	0.4	1.2
Subtotal - KY 93		0.4	1.2
LONG-RANGE PLAN FOR KY 114			
FLOYD	Major widening to 4 lanes from KY 1427 to KY 404 W of Prestonsburg. See segments 5 thru 8 in August, 1998 Advance Planning Study.	9.2	91.4
Subtotal - KY 114		9.2	91.4
LONG-RANGE PLAN FOR KY 115			
CHRISTIAN	Reconstruction\Major widening from Anderson Rd. to I-24	3.9	7.2
CHRISTIAN	Major widening from I-24 to Tennessee State Line	3.0	5.4
Subtotal - KY 115		6.9	12.6
LONG-RANGE PLAN FOR KY 117			
CHRISTIAN	Extension from US 41A to KY 115	2.6	2.4
Subtotal - KY 117		2.6	2.4
LONG-RANGE PLAN FOR KY 121			
CALLOWAY	Major widening from KY 774 to US 641 in Murray	0.9	4.0
Subtotal - KY 121		0.9	4.0
LONG-RANGE PLAN FOR KY 136			
HENDERSON	Sand Ln./Madison St. - Major widening from Green St. (US 41A) to Atkinson St. in Henderson	1.2	2.5
Subtotal - KY 136		1.2	2.5

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR KY 139			
CALDWELL	Reconstruct substandard curves near Rock Spring Church Rd.	0.6	2.0
Subtotal - KY 139		0.6	2.0
LONG-RANGE PLAN FOR KY 144			
MEADE HARDIN	Reconstruction/Relocation from proposed Vine Grove Bypass (KY 313 Extension) to KY 1600 (New KY 313 Corridor). See segment 1 in June, 1998 Advance Planning Study.	4.4	19.8
MEADE	Reconstruction/Relocation from KY 1600 to US 60 (New KY 313 Corridor). See segment 2 in June, 1998 Advance Planning Study.	3.9	17.6
MEADE	Reconstruction/Relocation from US 60 to KY 448 (New KY 313 Corridor). See KY 448 listing for continuation of new KY 313 corridor to Brandenburg. See segment 3 in June, 1998 Advance Planning Study.	3.3	14.4
Subtotal - KY 144		11.6	51.8
LONG-RANGE PLAN FOR KY 160			
KNOTT	Curve revision\left turn lane construction at Knott County Central High School	0.5	2.0
Subtotal - KY 160		0.5	2.0
LONG-RANGE PLAN FOR KY 163			
METCALFE	Reconstruction from Monroe C\L to KY 90. See segment 6 in June, 1998 Advance Planning Study.	3.2	8.0
MONROE	Reconstruction from Joe Carter School to KY 1049. See segment 4 in June, 1998 Advance Planning Study.	2.3	5.8

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR KY 163 (continued)			
MONROE	Reconstruction from KY 1049 to Metcalfe C\L. See segment 5 in June, 1998 Advance Planning Study.	3.3	9.2
Subtotal - KY 163		8.8	23.0
LONG-RANGE PLAN FOR KY 165			
ROBERTSON	Spot improvements from US 68 at Blue Licks to KY 1029	1.7	2.1
ROBERTSON	Spot improvements from KY 617 at Pigua to KY 1476	2.1	2.7
Subtotal - KY 165		3.8	4.8
LONG-RANGE PLAN FOR KY 168			
BOYD	Reconstruction from US 60 to Hoods Cr. Rd. in Ashland	1.6	8.0
BOYD	Reconstruction of Hoods Cr. Rd. from Weatly Rd. in Westwood to US 23 in Ashland	0.7	3.5
Subtotal - KY 168		2.3	11.5
LONG-RANGE PLAN FOR KY 181			
MUHLENBERG	Reconstruction from W.K. Pky. to KY 601 N of Greenville	3.0	10.0
Subtotal - KY 181		3.0	10.0

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR KY 191			
WOLFE	Reconstruction from Mountain Pky. Extension to Trent-Gosneyville Rd. See segment 1 in July, 1998 Advance Planning Study.	3.8	15.5
WOLFE	Reconstruction from Trent-Gosneyville Rd. to KY 203. See segment 2 in July, 1998 Advance Planning Study.	3.5	14.5
Subtotal - KY 191		7.3	30.0
LONG-RANGE PLAN FOR KY 194			
PIKE	Construct passing lane near Deskins Branch	0.7	0.7
Subtotal - KY 194		0.7	0.7
LONG-RANGE PLAN FOR KY 199			
PIKE	Spot improvements from McVeigh to US 119	5.1	6.7
Subtotal - KY 199		5.1	6.7
LONG-RANGE PLAN FOR KY 203			
MORGAN	Reconstruction from Nickell Fork-Daysboro Rd. to KY 705. See segment 4 in July, 1998 Advance Planning Study.	3.8	15.1
WOLFE MORGAN	Reconstruction from KY 191 to Nickell Fork-Daysboro Rd. See segment 3 in July, 1998 Advance Planning Study.	3.0	12.4
Subtotal - KY 203		6.8	27.5
LONG-RANGE PLAN FOR KY 205			
WOLFE	Minor widening from Breathitt C\L to State Road Fork Bridge near the Mountain Pky. Extension (KY 9009) at Helechawa. See option A in May, 1999 Scoping Study (Design).	6.3	15.8
Subtotal - KY 205		6.3	15.8

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR KY 207			
GREENUP	Reconstruction from US 23 to Industrial Pkwy.	6.0	33.0
Subtotal - KY 207		6.0	33.0
LONG-RANGE PLAN FOR KY 210			
TAYLOR	Major widening from US 68 to new connector in Campbellsville. See segment 8 in April, 1998 Advance Planning Study.	0.7	2.7
Subtotal - KY 210		0.7	2.7
LONG-RANGE PLAN FOR KY 244			
GREENUP	Reconstruct RR underpass at Worthington	0.1	5.8
Subtotal - KY 244		0.1	5.8
LONG-RANGE PLAN FOR KY 251			
HARDIN	Major widening from Pear Orchard Rd. to Ring Rd. (KY 3005) in Elizabethtown	1.5	9.6
Subtotal - KY 251		1.5	9.6
LONG-RANGE PLAN FOR KY 298			
DAVIESS	Old Hartford Road - Major widening from US 231 (Breckenridge St.) to KY 1432 (Burlew Blvd) in Owensboro	0.9	1.0
DAVIESS	Old Hartford Road - Major widening from KY 1432 (Burlew Blvd) to Harriet Ln. in Owensboro	3.2	12.7
Subtotal - KY 298		4.1	13.7

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR KY 313			
HARDIN	New Vine Grove Bypass - Extension of KY 313 from KY 1500 N of Vine Grove to KY 144 W of Vine Grove. (Continuation of 6YP Item 4-258.20)	1.9	6.0
Subtotal - KY 313		1.9	6.0
LONG-RANGE PLAN FOR KY 425			
HENDERSON	Extend Henderson Bypass (Phase I) from Pennyrile Pkwy. to KY 351 near Holloway-Rucker Rd. in Henderson	2.3	3.0
HENDERSON	Extend Henderson Bypass (Phase II) from KY 351 near Holloway-Rucker Rd. to US 60 in Henderson	3.1	4.0
HENDERSON	Henderson Bypass - Major widening to 4 lanes from US 60 to Pennyrile Pkwy. in Henderson	5.5	5.7
Subtotal - KY 425		10.9	12.7
LONG-RANGE PLAN FOR KY 448			
MEADE	Reconstruction/Relocation from KY 144 to Brandenburg Bypass (New KY 313 Corridor). See segment 4 in June, 1998 Advance Planning Study.	4.4	19.3
Subtotal - KY 448		4.4	19.3
LONG-RANGE PLAN FOR KY 519			
ROWAN	Reconstruction from KY 801 to 2.3 mi N of KY 801	2.3	11.5
Subtotal - KY 519		2.3	11.5
LONG-RANGE PLAN FOR KY 715			
WOLFE	Reconstruction from KY 11 to KY 15 at Pine Ridge	5.8	48.0
Subtotal - KY 715		5.8	48.0

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR KY 750			
GREENUP	Reconstruction from KY 3105 to US 23 in Raceland	0.2	0.4
GREENUP	Major widening from Raceland Ave. to KY 207 in Flatwoods	1.3	6.5
Subtotal - KY 750		1.5	6.9
LONG-RANGE PLAN FOR KY 880			
WARREN	Lovers Ln. - Major widening from US 231 (Scottsville Rd.) to KY 234 (Cemetery Rd.) in Bowling Green	2.7	5.0
Subtotal - KY 880		2.7	5.0
LONG-RANGE PLAN FOR KY 911			
CHRISTIAN	Reconstruction from US 41A to KY 115	1.8	2.1
Subtotal - KY 911		1.8	2.1
LONG-RANGE PLAN FOR KY 914			
PULASKI	Somerset Southeast Bypass - Major widening to 4 lanes from KY 769 to KY 80	2.8	7.5
Subtotal - KY 914		2.8	7.5
LONG-RANGE PLAN FOR KY 1006			
LAUREL	Reconstruction from KY 192 to Main St. in London	1.5	10.5
Subtotal - KY 1006		1.5	10.5
LONG-RANGE PLAN FOR KY 1008			
SIMPSON	Franklin NW Bypass - Extension of KY 1008 from US 31W to KY 100 West	2.8	6.0
Subtotal - KY 1008		2.8	6.0

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
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ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR KY 1247			
PULASKI	Reconstruct from US 27/KY 90 intersection to Somerset SE Bypass	3.7	14.7
Subtotal - KY 1247		3.7	14.7
LONG-RANGE PLAN FOR KY 1357			
HARDIN	St. John Rd. - Major widening from US 31 Bypass to KY 3005 (Ring Rd.) in Elizabethtown	1.7	5.7
Subtotal - KY 1357		1.7	5.7
LONG-RANGE PLAN FOR KY 1453			
CHRISTIAN	Reconstruct from US 41A to KY 115	4.2	2.9
Subtotal - KY 1453		4.2	2.9
LONG-RANGE PLAN FOR KY 1539			
HENDERSON	Zion-Larue Rd. - Reconstruction from KY 351 to Kimsey Ln. in Henderson	0.9	0.8
Subtotal - KY 1539		0.9	0.8
LONG-RANGE PLAN FOR KY 1848			
SHELBY	Reconstruction from I-64 to US 60	1.0	4.0
Subtotal - KY 1848		1.0	4.0
LONG-RANGE PLAN FOR KY 1958			
CLARK	Widening of Van Meter Rd. through interchange of I-64 and reconstruction of interchange ramps. See alternate 2 in February, 1999 Scoping Study (Design).	0.5	12.4
Subtotal - KY 1958		0.5	12.4

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
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(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR KY 2121			
DAVIESS	South Town Blvd. - Major widening from Carter Rd. (KY 2698) to US 431 in Owensboro	1.8	4.6
Subtotal - KY 2121		1.8	4.6
LONG-RANGE PLAN FOR KY 2154			
MARION	Northern Lebanon Bypass - Extension of Teledyne access road from KY 55 to US 68 W of Lebanon	3.0	9.0
Subtotal - KY 2154		3.0	9.0
LONG-RANGE PLAN FOR KY 2158			
WARREN	Cumberland Trace Rd. - Major widening to 3 lanes with urban section from US 231 to KY 234 in Bowling Green	3.4	7.0
Subtotal - KY 2158		3.4	7.0
LONG-RANGE PLAN FOR KY 2168			
BOYLE	Danville Eastern Bypass - Extension of KY 2168 from KY 33 to KY 34	1.8	5.0
Subtotal - KY 2168		1.8	5.0
LONG-RANGE PLAN FOR KY 2701			
DAVIESS	West 5th Street Rd. - Widen Carter Rd. to Worthington Rd. in Owensboro	1.6	1.4
Subtotal - KY 2701		1.6	1.4
LONG-RANGE PLAN FOR KY 9001 - Wendall H. Ford Western Kentucky Parkway			
GRAYSON	Western Kentucky Pkwy. - Reconstruct interchange at KY 259 in Leitchfield	0.1	4.3
Subtotal - KY 9001		0.1	4.3

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR KY 9002 - Blue Grass Parkway			
ANDERSON	Blue Grass Pkwy. - Reconstruct interchange at US 127	0.1	6.5
Subtotal - KY 9002		0.1	6.5
LONG-RANGE PLAN FOR KY 9006 - Daniel Boone Parkway			
LESLIE	Daniel Boone Pkwy. - New interchange in the vicinity of Bobs Fork (Industrial Park Access)	0.4	15.0
LESLIE	Daniel Boone Pkwy. - Curve realignment from MP 37.60 to MP 39.00 in the vicinity of Bobs Fork. See August, 1999 Pkwy. Safety Study.	1.4	30.6
PERRY	Daniel Boone Pkwy. - Reconstruct interchange at KY 451 (Exit 56)	0.1	13.0
Subtotal - KY 9006		1.9	58.6
LONG-RANGE PLAN FOR KY 9008 - Cumberland Parkway			
ADAIR	Cumberland Pkwy - New interchange at KY 61 near Columbia. See segment 5 in July, 1998 Advance Planning Study.	0.1	10.0
BARREN	Cumberland Pkwy. - New interchange at KY 249 near Glasgow	0.1	5.5
METCALFE	Cumberland Pkwy. - Construct new interchange at US 68	0.1	4.2
Subtotal - KY 9008		0.3	19.7
LONG-RANGE PLAN FOR KY 9009 - Mountain Parkway Extension			
MAGOFFIN	Mountain Pkwy. Extension - Major widening to 4 lanes from KY 134 to US 460. Includes reconstruction of existing interchanges. See segments 1i thru 1n in August, 1998 Advance Planning Study.	9.5	132.4

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
LONG-RANGE PLAN FOR KY 9009 - Mountain Parkway Extension (continued)			
WOLFE	Mountain Pkwy. Extension - Major widening to 4 lanes from KY 15 at Campton to KY 1010. Includes reconstruction of existing interchanges. See segments 1a thru 1d in August, 1998 Advance Planning Study.	10.2	93.9
WOLFE MORGAN MAGOFFIN	Mountain Pkwy. Extension - Major widening to 4 lanes from KY 1010 to KY 134. Includes reconstruction of existing interchanges. See segments 1e thru 1h in August, 1998 Advance Planning Study.	12.8	89.3
Subtotal - KY 9009		32.5	315.6
LONG-RANGE PLAN FOR LOCAL ROUTES			
BOYD	29th. St. - Improvements from US 23 to KY 168 in Ashland	1.4	9.0
DAVIESS	East Byers Ave. Bridge - Construct bridge over Horse Fork Creek connecting from Frederica St. to US 231 in Owensboro	0.3	0.6
DAVIESS	East Byers Ave. - Construct new road from US 231 to Old Hartford Rd. in Owensboro	0.5	0.8
DAVIESS	Pleasant Valley Rd. - Reconstruction from US 60 to Hayden Rd. in Owensboro	1.4	2.2
DAVIESS	Southtown Blvd. - Widen to 5 lanes from Frederica St. to J.R. Miller Blvd. in Owensboro	0.8	0.8
DAVIESS	18th St. - Reconstruction from Frederica St. to Leitchfield Rd. in Owensboro	1.5	4.1
GREENUP	New Wurtland-Worthington connector from KY 503 to KY 244	3.4	16.5
HENDERSON	Atkinson St. - Major widening to 4 lanes from Madison St. to Clay St. in Henderson	0.6	1.3

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
HENDERSON	Green River Rd. - Reconstruction from US 60 to Bellewood Ln. in Henderson	2.6	2.1
HENDERSON	North Elm St. - Reconstruction from Watson Ln. to 12th St. in Henderson	1.6	2.0
HENDERSON	Watson Ln. - Reconstruction from US 60 to US 41 in Henderson	1.1	1.1
Subtotal - ALL LOCAL ROUTES		15.2	40.4
LONG-RANGE PLAN FOR NEW ROUTES			
BARREN	New Outer Loop around Glasgow from US 31E to the Cumberland Pkwy E of Glasgow.	3.4	15.0
BELL	New construction from KY 441 near KY 3486 to US 25E N of Middlesboro.	0.8	4.0
CALDWELL	New Princeton Eastern Connector from KY 91 to KY 293 S of the WK Pkwy.	2.4	9.5
CALLOWAY GRAVES	New construction from US 641 to Mayfield. Construction Section III. See segment 3 in February, 1998 Advance Planning Study.	5.3	12.5
CARTER	NE Connector from US 60 E of Grayson to KY 1\7 approx. 0.2 mi S of I-64 in Grayson	0.9	3.4
CHRISTIAN	New connector from US 41 at Industrial Park (approx. 1.0 mi W of Pembroke) to KY 115 S of Pembroke. (Described as Pembroke Bypass by Hopkinsville-Christian Co. Planning Commission - June, 1996)	2.5	10.0
CHRISTIAN	New route from US 41A at Ft. Campbell Gate 4 to Tennessee State Line approx. 0.6 mi E of KY 115. Route extends to SR 236 (Tiny Town Rd.) in Tenn. Estimated length and cost represents KY share.	1.7	5.0
DAVIESS	Northeast expressway (East County Corridor) from US 60 Bypass to vicinity of US 60/KY 144 E of Owensboro. See segment 4 in July, 1998 Advance Planning Study.	3.5	23.0

KENTUCKY TRANSPORTATION CABINET
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LONG-RANGE HIGHWAY PLAN ELEMENT
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ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
FLOYD	Minnie to Harold Connector - New construction from KY 122/KY 680 intersection at Minnie to Little Mud Creek near Pay. See alternate 3B, section 1 in June, 1997 KY 680 Scoping Study. See also segment 1 in April, 1998 Advance Planning Study.	3.9	26.5
FLOYD	Minnie to Harold Connector - New construction from Little Mud Creek near Pay to KY 979 near Parsons Branch of Mud Creek. See alternate 3B, section 2 in June, 1997 KY 680 Scoping Study. See also segment 2 in April, 1998 Advance Planning Study.	2.8	22.1
GRAVES	New Mayfield Southern Bypass from US 45 to KY 121	2.5	17.5
HARDIN	New Radcliff Bypass from Logsdon Pky. N of P&L RR to proposed Vine Grove Bypass (KY 313 Extension) N of Vine Grove. Segment of suggested western corridor for relief of US 31W.	2.5	9.0
JOHNSON	New bridge over Levisa Fork at River, KY	0.1	1.3
KNOX WHITLEY	New construction from KY 6 at Woodbine to Corbin Bypass	1.3	5.0
LINCOLN	Proposed West Bypass of Stanford from US 27 at Logans Creek Culvert to US 150 W of Stanford. See segment 11 in August, 1998 Advance Planning Study.	3.0	22.8
LOGAN	Southern Bypass of Russellville from US 68 East to KY 100	0.7	1.0
LOGAN	Southern Bypass of Russellville from KY 100 to US 79	3.3	32.7
MCCRACKEN	Paducah Outer Loop\Massac Creek Pky. - New construction from US 62 to new US 60 W of I-24 in Paducah. Includes new interchanges at US 62 and new US 60. See alternate 1, priority section 1 in November, 1999 Scoping Study.	2.5	20.7

KENTUCKY TRANSPORTATION CABINET
STATEWIDE TRANSPORTATION PLAN
LONG-RANGE HIGHWAY PLAN ELEMENT
(FY 2005 – FY 2018)

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH (MILES)	COST TO COMPLETE (MILLIONS $)
MCCRACKEN	Paducah Outer Loop\Massac Creek Pky - New construction from KY 1322 to US 62 W of I-24 in Paducah. Includes new interchanges at KY 1322 and US 62. See alternate 1, priority section 2 in November, 1999 Scoping Study.	1.6	8.5
MCCRACKEN	Paducah Outer Loop\Massac Creek Pky - New construction from US 45 to KY 1322 W of I-24 in Paducah. Includes new interchanges at US 45, KY 339, and KY 1322. See alternate 1, priority section 3 in November, 1999 Scoping Study.	2.5	20.0
MADISON	New Northern Berea Bypass from I-75 to US 25	1.6	4.8
MASON	New route from US 68 near Washington to KY 11 and the AA Hwy. (Extension of 6YP Item 9-124.00)	3.2	35.0
PULASKI	Southwest Bypass of Somerset from US 27 S of Somerset to the Cumberland Pky. W of Somerset	5.5	19.3
ROWAN	New routing from US 60 E of Morehead to KY 377 N of I-64 (Includes new I-64 Interchange). See alternates 6 & 7 in April, 1999 Scoping Study.	3.5	21.4
SCOTT	Georgetown Northern Bypass from I-75 North to US 460 West	4.0	16.0
Subtotal - All New Routes		65.0	366.0
TOTAL - LONG-RANGE HIGHWAY PLAN		**1105.1**	**6197.1**

ILLUSTRATIVE HIGHWAY PROJECTS
LONG-RANGE ELEMENT
STATEWIDE TRANSPORTATION PLAN

ILLUSTRATIVE LISTING

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH IN MILES	COST TO COMPLETE IN MILLIONS ($)
ILLUSTRATIVE LISTING FOR I-24			
MCCRACKEN LYON TRIGG	Upgrade existing facility from Paducah to Cadiz to accommodate future I-66 concurrent routing. See Conventional Interstate Design Option for Alternate B in May, 1997 I-66 Southern Ky Corridor Study.	49.0	102.0
Subtotal - I-24		49.0	102.0
ILLUSTRATIVE LISTING FOR I-64			
FRANKLIN	Major widening for 2 additional lanes (4 to 6 lanes) from US 127 to US 60 (includes bridges over KY River)	5.0	80.0
Subtotal - I-64		5.0	80.0
ILLUSTRATIVE LISTING FOR I-65			
JEFFERSON	Reconstruct I-64/65/71 interchange in Louisville. Includes new Ohio River Bridge. Cost represents KY share of additional funds needed in addition to funds scheduled in 6YP Items 05-118.00 thru 05-118.20.	0.1	500.0
Subtotal - I-65		0.1	500.0
ILLUSTRATIVE LISTING FOR I-66			
BALLARD MCCRACKEN	New interstate facility from Missouri State Line to I-24 at Paducah. See conventional interstate design option for alternate B in May, 1997 I-66 Southern KY Corridor Study. See I-24 listing in McCracken Co. for continuation of I-66 routing.	31.0	524.0
CHRISTIAN LOGAN WARREN	New interstate facility from I-24 at Cadiz to Bowling Green. See conventional interstate design option for alternate B in May, 1997 I-66 Southern KY Corridor Study.	67.0	838.0

ILLUSTRATIVE LISTING

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH IN MILES	COST TO COMPLETE IN MILLIONS ($)
ILLUSTRATIVE LISTING FOR I-66 (continued)			
KNOTT FLOYD PIKE	New interstate facility from Hazard to US 23 at Yeager S of Pikeville. See line "BCEFH" as described in October, 1997 Southern KY Corridor (I-66) Location Study.	51.0	1,033.4
LAUREL	New interstate facility from I-75 near London to Daniel Boone Pkwy. E of London. See conventional interstate design option May, 1997, I-66 Southern KY Corridor Study.	9.1	201.3
LAUREL CLAY PERRY	New interstate facility from Daniel Boone Pkwy. E of London to Hazard. See conventional interstate design option in May, 1997 I-66 Southern KY Corridor Study.	56.2	1,006.2
PIKE	New interstate facility from US 23 at Yeager S of Pikeville to West Virginia State Line. See line "LNOPR" as described in October, 1997 Southern KY Corridor (I-66) Location Study.	28.0	973.6
PULASKI LAUREL	New interstate facility from Cumberland Pky. at Somerset to I-75 near London. See conventional interstate design option for alternate B in May, 1997 I-66 Southern KY Corridor Study.	36.1	798.7
WARREN METCALFE PULASKI	Upgrade Cumberland Pkwy. to accommodate future I-66 routing from Bowling Green to Somerset. See conventional interstate design option for alternate B in May, 1997 I-66 Southern KY Corridor Study.	115.0	635.0
Subtotal - I-66		393.4	6,010.2

ILLUSTRATIVE LISTING

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH IN MILES	COST TO COMPLETE IN MILLIONS ($)
ILLUSTRATIVE LISTING FOR I-69			
HENDERSON	New Ohio River Bridge for Henderson. Location to be determined per MPO LRP. (Cost includes Indiana share)	1.0	38.0
Subtotal - I-69		1.0	38.0
ILLUSTRATIVE LISTING FOR I-71			
KENTON	Replace Brent Spence Bridge in Covington. See September 1998 Brent Spence Bridge Scoping Study.	0.1	143.0
Subtotal - I-71		0.1	143.0
ILLUSTRATIVE LISTING FOR I-74			
OWEN PENDLETON MASON	Regional outer beltway - new interstate facility from Indiana at the Markland Dam to Ohio at the new Maysville Bridge.	84.0	1,975.0
Subtotal - I-74		84.0	1,975.0
ILLUSTRATIVE LISTING FOR US 23			
PIKE	Relocation on south side of the Levisa Fork from north end of Pikeville cut-thru to broad bottom near Floyd C\L. See 1999 Pikeville Urban Transportation Study.	5.6	119.1
Subtotal - US 23		5.6	119.1
ILLUSTRATIVE LISTING FOR US 60			
BALLARD	New LA Center Southern Bypass. See segment 5 in April 1998 Advance Planning Study.	2.1	13.8
BALLARD	Major widening to 4 lanes from proposed Barlow Eastern Bypass to Proposed LA Center Southern Bypass. See segment 4 in April 1998 Advance Planning Study.	2.6	17.3

ILLUSTRATIVE LISTING

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH IN MILES	COST TO COMPLETE IN MILLIONS ($)
ILLUSTRATIVE LISTING FOR US 60 (continued)			
BALLARD	New Barlow Eastern Bypass. See segment 3 in April 1998 Advance Planning Study.	1.4	9.3
BALLARD	Major widening to 4 lanes from US 51 to KY 1280. See segment 1 in April 1998 Advance Planning Study.	3.9	26.1
BALLARD	Major widening to 4 lanes from KY 1280 to proposed Barlow Eastern Bypass. See segment 2 in April 1998 Advance Planning Study.	1.8	12.1
BALLARD	Major widening/relocation from approx. 1.0 mi N of Wickliffe to Ohio River Bridge near Cairo, ILL. (Section L - 1993 Scoping Study)	2.7	34.0
BALLARD	New Ohio River Bridge near Cairo, ILL. (Section K - 1993 Scoping Study)	1.1	81.0
Subtotal - US 60		15.6	193.6

ILLUSTRATIVE LISTING FOR KENTUCKY ROUTES

ILLUSTRATIVE LISTING FOR KY 101			
EDMONSON WARREN	Reconstruction from I-65 at Smiths Grove to 0.8 mi S of Rhoda. See segments 2.1 & 2.2 in December, 1999 corridor feasibility study. Additional funding needed in addition to funds scheduled in 6YP Item 03-140.00.	11.4	28.5
Subtotal - KY 101		11.4	28.5
ILLUSTRATIVE LISTING FOR KY 841			
JEFFERSON	Gene Snyder Freeway extension to Indiana. Includes new Ohio River Bridge. Cost represents KY share of additional funds needed in addition to funds scheduled in 6YP Items 05-118.00 thru 05-118.20.	1.7	280.0
Subtotal - KY 841		1.7	280.0

ILLUSTRATIVE LISTING

ROUTE NO/COUNTY	PLANNED IMPROVEMENTS	LENGTH IN MILES	COST TO COMPLETE IN MILLIONS ($)
	ILLUSTRATIVE LISTING FOR NEW ROUTES		
WARREN	New Eastern outer beltline for Bowling Green from US 231 S of Bowling Green to I-65 NE of Bowling Green	8.6	104.0
Subtotal - New Routes		8.6	104.0
	TOTAL ILLUSTRATIVE LIST - ALL ROUTES	**575.5**	**9,573.4**

APPENDIX

APPENDIX A

Kentucky Airport Development Program
1998 – 2002

Airport Name	City	Costs
Ashland-Boyd County	Ashland	$4,512,000
Samuels Field	Bardstown	$1,122,000
Bowling Green-Warren County Regional	Bowling Green	$5,931,385
Clinton-Cumberland County (new)	Burkesville	$10,260,692
Lake Barkley State Park	Cadiz	$1,275,000
Taylor County	Campbellsville	$498,250
Carroll County (new)	Carrollton	$250,000
Clinton-Hickman County	Clinton	$1,103,000
Columbia-Adair County	Columbia	$496,700
Cynthiana-Harrison County	Cynthiana	$926,200
Stuart Powell Field	Danville	$1,304,300
Tradewater	Dawson Springs	$1,051,500
Addington Field	Elizabethtown	$3,095,000
Standard Field	Elkton	$1,034,000
Rough River State Park	Falls of Rough	$163,700
Gene Snyder	Falmouth	$2,185,500
Fleming-Mason	Flemingsburg	$8,397,689
Capital City	Frankfort	$$3,863,600
Fulton	Fulton	$507,400
Georgetown-Scott County Marshall Field	Georgetown	$7,106,300
Kentucky Dam State Park	Gilbertsville	$1,918,300
Glasgow Municipal-Moore Field	Glasgow	$1,992,000
Muhlenberg County	Greenville	$1,185,000
Breckinridge County	Hardinsburg	$333,300
Ohio County	Hartford	$522,600
Hancock County (new)	Hawesville	$2,250,000
Wendell H. Ford	Hazard	$6,269,500
Henderson City-County	Henderson	$3,304,000
Hopkinsville-Christian County	Hopkinsville	$4,380,000
Julian Carroll	Jackson	$1,246,300
Russell County	Jamestown	$790,500
Grayson County	Leitchfield	$910,000

Kentucky Airport Development Program
1998 – 2002 (continued)

Airport Name	City	Costs
Casey County	Liberty	$566,000
London-Corbin	London	$2,680,000
Bowman Field	Louisville	$3,000,000
Madisonville Municipal	Madisonville	$4,062,000
Marion-Crittenden County	Marion	$838,400
Mayfield-Graves County	Mayfield	$288,000
Jackson-Lee-Owsley County (new)	McKee	$150,000
Bell-Harlan County (repl.)	Middlesboro	$2,500,000
Monticello-Wayne County	Monticello	$931,000
Morehead-Rowan County (repl.)	Morehead	$8,300,000
Mt. Sterling-Montgomery County	Mt. Sterling	$4,219,200
Murray-Calloway County	Murray	$4,469,000
Sellers Field	Olive Hill	$623,000
Owensboro-Daviess County	Owensboro	$18,801,900
Barkley Regional	Paducah	$6,502,500
Combs Field	Paintsville	$469,000
Pike County-Hatcher Field	Pikeville	$1,680,000
McCreary County	Pine Knot	$823,136
Big Sandy Regional	Prestonsburg	$4,035,000
Princeton-Caldwell County	Princeton	$1,038,000
Providence-Webster County	Providence	$995,000
Madison	Richmond	$4,873,000
Russellville-Logan County	Russellville	$60,000
Shelby County (new)	Shelbyville	$2,250,000
Somerset-Pulaski County	Somerset	$5,633,500
Lebanon-Springfield	Springfield	$541,000
Stanton	Stanton	$161,000
Sturgis Municipal	Sturgis	$1,959,000
Tompkinsville-Monroe County	Tompkinsville	$611,400
West Liberty	West Liberty	$30,000
Williamsburg-Cumberland Falls (repl.)	Williamsburg	$2,500,000
Clark County (new)	Winchester	$5,432,050
Totals		$170,841,552

Kentucky Airport Development Program
2003-2008

Airport Name	City	Costs
Ashland-Boyd County	Ashland	$3,619,550
Samuels Field	Bardstown	$431,750
Bowling Green-Warren County Regional	Bowling Green	$2,872,750
Clinton-Cumberland County (new)	Burkesville	$7,083,750
Lake Barkley State Park	Cadiz	$260,000
Taylor County	Campbellsville	$2,611,750
Carroll County (new)	Carrollton	$10,038,250
Clinton-Hickman County	Clinton	$247,150
Columbia-Adair County	Columbia	$275,000
Cynthiana-Harrison County	Cynthiana	$409,950
Stuart Powell Field	Danville	$3,101,500
Tradewater	Dawson Springs	$247,150
Addington Field	Elizabethtown	$1,917,000
Standard Field	Elkton	$216,500
Rough River State Park	Falls of Rough	$570,600
Gene Snyder	Falmouth	$1,061,000
Fleming-Mason	Flemingsburg	$386,400
Capital City	Frankfort	$2,951,700
Fulton	Fulton	$549,100
Georgetown-Scott County Marshall Field	Georgetown	$321,200
Kentucky Dam State Park	Gilbertsville	$300,000
Glasgow Municipal-Moore Field	Glasgow	$110,000
Muhlenberg County	Greenville	$964,900
Breckinridge County	Hardinsburg	$100,000
Ohio County	Hartford	$713,000
Hancock County (new)	Hawesville	$4,935,750
Wendell H. Ford	Hazard	$3,110,300
Henderson City-County	Henderson	$750,000
Hopkinsville-Christian County	Hopkinsville	$1,892,000
Julian Carroll	Jackson	$428,000
Russell County	Jamestown	$2,205,000
Grayson County	Leitchfield	$534,000
Casey County (repl.)	Liberty	$4,884,500
London-Corbin	London	$2,335,000
Bowman Field	Louisville	$3,345,900
Madisonville Municipal	Madisonville	$641,000

Kentucky Airport Development Program
2003-2008 (continued)

Airport Name	City	Costs
Marion-Crittenden County	Marion	$100,000
Mayfield-Graves County	Mayfield	$1,587,000
Jackson-Lee-Owsley County (new)	McKee	$8,808,750
Bell-Harlan County (repl.)	Middlesboro	$7,083,750
Monticello-Wayne County	Monticello	$414,000
Morehead-Rowan County (repl.)	Morehead	$7,083,750
Mt. Sterling-Montgomery County	Mt. Sterling	$2,697,600
Murray-Calloway County	Murray	$1,061,000
Sellers Field	Olive Hill	$248,300
Owensboro-Daviess County	Owensboro	$3,452,800
Barkley Regional	Paducah	$2,722,200
Combs Field	Paintsville	$170,800
Pike County-Hatcher Field	Pikeville	$2,913,500
McCreary County	Pine Knot	$143,040
Big Sandy Regional	Prestonsburg	$1,092,000
Princeton-Caldwell County	Princeton	$474,400
Providence-Webster County	Providence	$550,000
Madison	Richmond	$907,500
Russellville-Logan County	Russellville	$707,750
Shelby County (new)	Shelbyville	$7,083,750
Somerset-Pulaski County	Somerset	$2,474,000
Lebanon-Springfield	Springfield	$1,569,600
Stanton	Stanton	$431,800
Sturgis Municipal	Sturgis	$2,114,000
Tompkinsville-Monroe County	Tompkinsville	$259,000
West Liberty	West Liberty	$631,000
Williamsburg-Cumberland Falls (repl.)	Williamsburg	$7,083,750
Clark County (new)	Winchester	$4,884,500
Totals		$135,170,940

Kentucky Airport Development Program
2009-2018

Airport Name	City	Costs
Ashland-Boyd County	Ashland	$527,250
Samuels Field	Bardstown	$1,141,500
Bowling Green-Warren County Regional	Bowling Green	$2,310,250
Clinton-Cumberland County (new)	Burkesville	$406,250
Lake Barkley State Park	Cadiz	$0
Taylor County	Campbellsville	$303,000
Carroll County (new)	Carrollton	$406,250
Clinton-Hickman County	Clinton	$0
Columbia-Adair County	Columbia	$50,000
Cynthiana-Harrison County	Cynthiana	$517,000
Stuart Powell Field	Danville	$1,684,500
Tradewater	Dawson Springs	$0
Addington Field	Elizabethtown	$1,952,000
Standard Field	Elkton	$0
Rough River State Park	Falls of Rough	$100,000
Gene Snyder	Falmouth	$50,000
Fleming-Mason	Flemingsburg	$1,751,300
Capital City	Frankfort	$854,000
Fulton	Fulton	$34,000
Georgetown-Scott County Marshall Field	Georgetown	$742,400
Kentucky Dam State Park	Gilbertsville	$254,000
Glasgow Municipal-Moore Field	Glasgow	$494,400
Muhlenberg County	Greenville	$84,000
Breckinridge County	Hardinsburg	$577,500
Ohio County	Hartford	$2,605,000
Hancock County (new)	Hawesville	$406,250
Wendell H. Ford	Hazard	$50,000
Henderson City-County	Henderson	$0
Hopkinsville-Christian County	Hopkinsville	$304,000
Julian Carroll	Jackson	$34,000
Russell County	Jamestown	$893,000
Grayson County	Leitchfield	$254,000
Casey County (repl.)	Liberty	$400,000
London-Corbin	London	$284,000
Bowman Field	Louisville	$1,339,800
Madisonville Municipal	Madisonville	$34,000

Kentucky Airport Development Program
2009-2018 (continued)

Airport Name	City	Costs
Marion-Crittenden County	Marion	$0
Mayfield-Graves County	Mayfield	$50,000
Jackson-Lee-Owsley County (new)	McKee	$406,250
Bell-Harlan County (repl.)	Middlesboro	$406,250
Monticello-Wayne County	Monticello	$34,000
Morehead-Rowan County (repl.)	Morehead	$406,250
Mt. Sterling-Montgomery County	Mt. Sterling	$1,202,000
Murray-Calloway County	Murray	$276,000
Sellers Field	Olive Hill	$0
Owensboro-Daviess County	Owensboro	$588,500
Barkley Regional	Paducah	$175,000
Combs Field	Paintsville	$466,400
Pike County-Hatcher Field Pikeville	Pikeville	$460,000
McCreary County	Pine Knot	$300,000
Big Sandy Regional	Prestonsburg	$1,885,000
Princeton-Caldwell County	Princeton	$0
Providence-Webster County	Providence	$0
Madison	Richmond	$1,143,000
Russellville-Logan County	Russellville	$515,000
Shelby County (new)	Shelbyville	$406,250
Somerset-Pulaski County	Somerset	$436,000
Lebanon-Springfield	Springfield	$254,000
Stanton	Stanton	$201,500
Sturgis Municipal	Sturgis	$101,500
Tompkinsville-Monroe-County	Tompkinsville	$0
West Liberty	West Liberty	$0
Williamsburg-Cumberland Falls (repl.)	Williamsburg	$406,250
Clark County (new)	Winchester	$400,000
Totals		$31,422,800

Total Kentucky Airport Development Program

Years	Cost
1998-2002	$170,841,552
2003-2008	135,173,940
2009-2018	31,422,800
Total	$337,435,292

Source: 1998 Kentucky Aviation System Plan

APPENDIX B
URBAN AND RURAL TRANSIT ROVIDERS AND TRANSPORTATION DELIVERY BROKERS

URBAN TRANSIT PROVIDERS

Mike Rogers, Mass Transit Director
Ashland Bus System
P.O. Box 1839
Ashland, Kentucky 41105-1839
(606) 327-2025

Pam Stone, Transit Manager
Henderson Area Rapid Transit
P.O. Box 716
Henderson, Kentucky 42420
(812) 426-5230

Bonnie Rhoads, Transit Manager
Owensboro Transit System
Municipal Building/115 W. Fourth St.
Owensboro, Kentucky 42301
(270) 687-8500

Stephen Rowland, General Manager
Transit Authority of Lexington-Fayette County, Kentucky
109 Louden Avenue
Lexington, Kentucky 40508
(606) 255-7756

Jim Seibert, Assistant General Manager
Transit Authority of Northern Kentucky
3375 Madison Pike
Fort Wright, Kentucky 41017
(606) 578-6943

Mark Donaghy, General Manager
Transit Authority of Northern Kentucky
3375 Madison Pike
Fort Wright, Kentucky 41017
(606) 578-6943

Barry Barker, Executive Director
Transit Authority of River City
1000 W. Broadway
Louisville, Kentucky 40203
(502) 561-5100

Jimmy Smith, Director
Clarksville Transit System
430 Boillin Lane
Clarksville, Tennessee 37040
(931) 553-2430

RURAL PUBLIC TRANSPORTATION AGENCIES

Mr. Buddy Fuqua, Manager
Audubon Area Community Services, Inc.
P.O. Box 20004
Owensboro, Kentucky 42302
(270) 686-1619

Ms. Keirsten Jaggers, Transit Planner
Barren River Local Officials Organization
P.O. Box 90005
Bowling Green, Kentucky 42102-9005
(270) 781-2381

Mr. Steve Stivers, Interim Executive Director
Bluegrass Community Action Agency
Paul Sawyer Park/3445A Versailles Road
Frankfort, Kentucky 40601
(502) 695-4290

Mr. Robert Gardner, Executive Director
Central Kentucky Community Action Council, Inc.
332 Hood Street
Lebanon, Kentucky 40033
(270) 692-5127

Mr. Mike Buckles, Executive Director
Daniel Boone Development Council, Inc.
420 Richmond Road
Manchester, Kentucky 40962
(606) 598-5127

Ms. Anita Patrick,
East Kentucky Independent Services Organization, Inc.
P.O. Box 8
Frenchburg, Kentucky 40322

Mr. Ed Stephens, Executive Director
FIVCO Area Development District
P.O. Box 636
Catlettsburg, Kentucky 41129-0636
(606) 739-5191

Mr. Dennis E. Minks, P.E.
Director of Public Works
Frankfort Transit System/City of Frankfort
P.O. Box 697
Frankfort, Kentucky 40602
(502) 875-8563

Mr. William Stewart, Executive Director
Fulton County Transit Authority
P.O. Box 1601
Fulton, Kentucky 42041-1601
(270) 472-0662 and (270) 472-0668

Ms. Mary Morrow, Transit Manager
310 W. Front Street
Glasgow, Kentucky 42141
(270) 651-5131

Ms. Anna Lee Gibson, Executive Director
Harlan Co. Community Action Agency, Inc.
P.O. Box 1556
Harlan, Kentucky 40831
(606) 573-5335

Mr. Adriel Woodman, Executive Director
Kentucky River Foothills Development Council
P.O. Box 743
Richmond, Kentucky 40475-0743
(606) 624-2046

Mr. Joe Duke, Executive Director
LKLP Community Action
165 Carr Creek Hill Road
Red Fox, Kentucky 41847
(606) 642-3332

Mr. Bruce Brown, Executive Director
Lake Cumberland Community Services Organization
P.O. Box 830
Jamestown, Kentucky 42629
(270) 343-4600

Mr. Jack E. Burch, Executive Director
Community Action Council for Lexington-Fayette,
Bourbon, Harrison and Nicholas Counties, Inc.
P.O. Box 11610
Lexington, Kentucky 40576
(606) 233-4600

Mr. Ed Brady, Director
Lexington Red Cross
1450 Newtown Pike
Lexington, Kentucky 40511
(606) 255-1280

Ms. Judy Planck, Executive Director
Licking Valley CAP
203 High Street
Flemingsburg, Kentucky 41041
(606) 849-9651

Mr. Beecher N. Hudson
Transportation Director
Louisville Area Chapter of American Red Cross
P.O. Box 1675
Louisville, Kentucky 40201
(606) 561-3631

Mr. Ray Young, Transit Manager
Maysville Transit System
216 Bridge Street
Maysville, Kentucky 41056
(606) 564-9411

Ms. Margaret Brown, Executive Director
Middle KY River Area Development Council
1127 Main Street, Courthouse
Jackson, Kentucky 41339
(606) 666-2452

Ms. Tamara Catron, Assistant City Clerk
Morehead Area Transit
City of Morehead
105 East Main Street
Morehead, Kentucky 40351
(606) 784-8505

Ms. Shirley Parrish
Murray/Calloway County Transit System
Weaks Community Building/Box 107
7th and Poplar Streets
Murray, Kentucky 42701
(270) 753-9725

Mr. Clarence Lassetter, Coordinator
Northern Kentucky Transit, Inc.
1452 Production Drive
Burlington, Kentucky 41005
(606) 371-0569

Mr. Gary Kitchin, General Manager
Paducah Transit Authority
P.O. Box 2267
Paducah, Kentucky 42001
(270) 444-8700

Mr. Dick Stai, Executive Director
Pathways, Inc.
P.O. Box 790
Ashland, Kentucky 41105-0790
(606) 329-8588

Mr. John Tedder, Executive Director
Pennyrile Allied Community Services
P.O. Box 582
Hopkinsville, Kentucky 42240
(270) 886-6341

Ms. Shirley Cummins, Executive Director
Rural Transit Enterprises Coordinated, Inc.
P.O. Box 746
Mount Vernon, Kentucky 40456
(606) 256-9835

Greg Hamlin, Director
Sandy Valley Transportation Services
81 Resource Court
Prestonsburg, Kentucky 41653
(606) 886-1936

Dr. Donald C. Butler, Executive Director
Southern Kentucky Community Action Agency, Inc.
171 Center St., P.O. Box 90014
Bowling Green, Kentucky 42101-9014
(270) 782-3162

Mr. Mark Davis, Transportation Planner
Purchase ADD
P.O. Box 588
Mayfield, Kentucky 42066
(270) 247-7171

Mr. John Bruner II, Executive Director
Cumberland Valley ADD
P.O. Box 1740
London, Kentucky 40747
(606) 864-7391

Ms. Pam Shepherd, Executive Director
Federated Transportation Services of the Bluegrass, Inc.
694 New Circle Rd., N.E., Suite 32
Lexington, Kentucky 40505
(606) 233-0066

Mr. Carl Ward, President
Yellow Cab Co. of Newport, Inc.
629 York Street, P.O. Box 541
Newport, Kentucky 41071

Mr. Paul Powell, Executive Vice President
Yellow Enterprises of Louisville
P.O. Box 2107
Louisville, Kentucky 40201

HUMAN SERVICE TRANSPORTATION DELIVERY
REGIONAL BROKERS

REGION 1

Paducah Area Transit System (PATS)
300 South 5th
Paducah, KY 42002-2267
Contact: Gary Kitchin
270-444-8559
1-877-828-7287
Fax No. 270-444-8668

REGION 2

Pennyrile Allied Community Services (PACS)
P. O. Box 582
Hopkinsville, KY 42240
Contact: Twana Johnson
270-886-6641
800-467-4601
Fax. No. 270-885-6078

REGION 3

Audubon Area Community Services (GRITS)
P. O. Box 20004
Owensboro, KY 42304-2004
Contact: Buddy Fuqua
270-684-7715
800-816-3511
Fax No. 270-686-6122

REGION 4

Transportation Management System
208 East Lake Drive
Leitchfield, KY 42754
Contact: R. T. Ford
270-230-1234
888-397-8747
Fax No. 270-230-8300

REGION 5

Yellow Cab Company, Inc.
P. O. Box 368
Bowling Green, KY 42102-0368
Contact: Steve Miller
270-843-9431
800-599-8616
Fax No. 270-843-6803

REGION 6

TANF only

Yellow Transportation Management
P. O. Box 2107
Louisville, KY 40201
Contact: Cathy Vogt
502-637-6511
800-483-8772
Fax No. 502-634-4807

REGION 7

American Red Cross Louisville
P. O. Box 1675
Louisville, KY 40201
Contact: Beecher Hudson
502-561-3631
800-748-3611
Fax No. 502-561-3612 or 561-3637

REGION 8

Bluegrass Community Action
3445A Versailles Road
Frankfort, KY 40601
Contact: Sue Jeffers
502-695-4290
800-456-6588
FAX 502-695-6102

REGION 9

Region 9 Transportation, L.L.C.
629 York Street
Newport, KY 41071
Contact: Jim Weeks
606-261-9998
888-466-9998
Fax No. 606-261-8485

REGION 10

Federated Transportation Services of the Bluegrass
694 New Circle Road NE, STE 34
Lexington, KY 40505
Contact: Pam Shepherd
606-233-0066
888-848-0989
Fax No. 606-233-1668

REGION 11

Kentucky River Foothills Development Council
1623 Fox Haven Road
Richmond, KY 40475-0743
Contact: Valerie Clem
606-624-3236
800-221-3883
Fax No. 606-624-0547

REGION 12

Rural Transit Enterprises Coordinated (RTEC)
P. O. Box 746
Mt. Vernon, KY 40456
Contact: Shirley Cummins
606-256-9835
800-321-7832
Fax No. 606-256-4319

REGION 13

Leslie, Knott, Letcher and Perry Community Action Council (LKLP)
165 Carr Creek Hill Road
Red Fox, KY 41847
Contact: Mike Jackson
606-439-1362
800-245-2826
Fax. No. 606-435-1721

REGION 14 Sandy Valley Transportation Services
81 Resource Drive
Prestonsburg, KY 41653
Contact: Greg Hamlin
606-886-1936
800-444-7433
Fax No. 606-886-7039 or 886-1934

REGION 15 Community Action Council for Lex-Fayette, Bourbon, Harrison, and Nicholas Counties, Inc.
118 East Main Street
Morehead, KY 40351
Contact: Bob Busch
606-780-4714
Fax No. 606-780-4381
1-888-891-7433

REGION 16 Licking Valley Community Action Program
203 High Street
Flemingsburg, KY 41041
Contact: Judy Planck
606-845-0081
800-803-1310
Fax No.606-849-2293

APPENDIX C
HIGHWAY PROJECT SELECTION PROCESS
for
LONG-RANGE HIGHWAY ELEMENT
STATEWIDE TRANSPORTATION PLAN

RECONCILIATION AND REVISION OF UNSCHEDULED NEEDS LIST

Before the project prioritization and selection process can begin, the Central Office staff must reconcile the current approved Six Year Highway Plan with the Unscheduled Needs List (UNL). By reconciling the UNL to the current Six Year Highway Plan first, the possibility of duplicating or overlapping projects is avoided. The UNL is distributed to the Area Development Districts and Highway Districts for review, updating, and the addition of any new projects. At this time, new projects may be added at the local, regional, district or state level.

Each new project must be submitted to Central Office with the following information: accurate and thorough description of improvement, route number, milepoints for beginning and ending points, length of project, and a draft statement of purpose and need for the project. The cost estimate is prepared and submitted by the appropriate Highway District and is reviewed in the Central Office. An evaluation form is completed by the Area Development District, addressing the factors set out by the Transportation Equity Act for the 21st Century (TEA-21). All new projects are then added to the UNL and clarified as necessary by the Transportation Cabinet. If planning or scoping studies exist for any new projects, this information is also noted.. New potential projects are routinely added to the Unscheduled Needs List as they are identified through the Cabinet's planning processes.

LOCAL, REGIONAL, AND HIGHWAY DISTRICT PRIORITIZATION AND RANKING PROCESS

The updated UNL is distributed again to the local governments, Area Development Districts, and Highway Districts to begin the Prioritization Process. The Area Development District staffs meet with local government officials to prioritize all projects within each county as "High", "Medium", or "Low" to obtain the "Local" priority.

With the local priority provided and all other available data on the region's needs, goals, and infrastructure, the Transportation Committees of the Area Development Districts review each project from the UNL in their region and prioritize them as "High", "Medium", or "Low". The committees are directed to place no more than one-third of the region's projects (by dollar amount) in each priority level. Each region then compiles a ranking of the "Top Ten Projects" by level of priority or importance to that region.

The local and regional priorities and rankings are forwarded to the appropriate Highway District Office, where all projects for that highway district are prioritized by district personnel into "high, medium and low" categories. The Highway District Offices, however, do not produce a "Top Ten Ranking" of the projects. The information is then forwarded to the Division of Planning for analyses on a statewide level.

PROJECT PRIORITIZATION AND SELECTION AT THE STATE LEVEL

IDENTIFICATION OF HIGH PRIORITY PROJECTS:

- Statewide "High" was given to all projects assigned "High" priority by all three groups above.
- Statewide "High" was given to projects identified by the Transportation Cabinet as High Priority Corridor projects and to those projects which were identified as completion phases (Right of Way, Utilities and Construction) for projects already scheduled by phase in the Six Year Highway Plan.

IDENTIFICATION OF ANTICIPATED FUNDS:

- Federal and State Funds estimated to be available for the long-range planning period were identified by Divisions of Planning and Program Management.
- The funds required to complete phases of current Six Year Highway Plan projects were "set aside" in the Long-Range Plan. In 1999, the total reserved for this purpose was $3.3 billion.
- $ 2.8 billion was determined to be available for the selection of new projects.

INITIAL REVIEW OF HIGH PRIORITY PROJECTS:

The review process begins in the Division of Planning. The goals for selection of projects are (1) Preservation and Safety of Kentucky's Roadways, (2) Economic Development and, (3) System Connectivity. The review began by considering the following lists of projects:

- A listing of all "High" projects (local, ADD, Highway District and Statewide).
- A listing of all "Top 10" ranked projects by the ADDs.
- A listing of all "Number One" ranked projects, as ranked by the ADD.
- A listing of projects listed, as "High" at the state level not included in the above list.
- A listing of recommended projects from the Division of Multimodal Programs. This list represents recommendations resulting from Small Urban Area Studies completed across the state.
- A listing of intermodal projects from the Kentucky Transportation Center Research Study and as identified through the Kentucky Aviation System Plan (KASP) as high priority access routes.
- A listing of projects for the four smaller Metropolitan Planning Organization (MPOs) taken from their respective Long-Range Plans.

- The recommended projects for the three larger MPOs in the state (Louisville, Lexington, and Northern Kentucky) were not reviewed and included in this selection process at the state level. Since their funding is appropriated in a different manner and they implement their own project selection process, we have incorporated their Long-Range Plans by reference, and not by specific listing in this document.

REVIEW CRITERIA FOR SELECTION OF PROJECTS:
During this review, various performance measures and data are reviewed by the Planning staff and used as criteria to consider the projects, such as:

- "Priority Highway Corridor" state designation
- Connectivity to Six Year Highway Plan Projects or other routes for purposes of route continuity and/or completion of a corridor. Priority is given to eliminating obvious "gaps" in a corridor or route.
- Functional Classification
- Economic Development – such as access to Industrial Parks.
- Intermodal Access to Airports, Riverports and Rail Lines.
- Parallel Routes – if two parallel routes are under consideration, only the route considered to be the one best meeting the needs of the region may be selected – or if an on-going project is parallel to that same route, the project may be removed from the "candidate" list.
- Statement of Purpose and Need provided by the ADD or Highway District Office, or an available study.
- Recommendations made, statewide, by various statewide, regional or local organizations or interests are considered.
- Recommendations made by citizens, neighborhood groups or other interest who have expressed their need for a particular project.
- National Truck Network and other statewide systems, as applicable

DEVELOPMENT OF A "CANDIDATE' LIST OF PROJECTS:

- As the projects are reviewed by the Cabinet's Planning staff, a list of "candidate" projects is developed. In addition, a list of projects not placed on the "candidate" list, but considered "high priority" projects, is developed for consideration.
- Often, if a project is included in an on-going Corridor or Scoping Study, that project will not be included on the "Candidate" List until the study is completed with recommendations.
- After the first "Candidate" List is prepared, the listing of projects is reviewed for any projects warranting special consideration.
- This iterative review process results in a list of "Candidate" Projects, which totals a dollar amount very close to the target amount.
- Some projects are identified as "Illustrative Projects" throughout the review process, requiring funds "over and above" the normal anticipated funds (e.g., I-66 and I-69, etc.).

GEOGRAPHIC CONSIDERATION OF PROJECTS:

- A listing of the "Candidate" Projects is produced showing the ADD ranking and the priorities given by local officials, the ADD and the Highway District. These lists are sorted and totaled by county, Highway District and ADD.
- Maps are produced showing the geographic distribution statewide of all "candidate" projects.
- Adjustments are made if necessary and other projects reconsidered to try to achieve a degree of geographic balance.

CABINET REVIEW OF "CANDIDATE' PROJECT LISTING:

- At this point, a listing of "Candidate" Projects, a listing of "High" priority and other projects not included in the plan, and a listing of "illustrative projects" is submitted to Department of Highways' Executive Staff for review and consideration.
- Several review sessions are held and the projects reconsidered until a final list of recommended projects is approved by the Cabinet.

PUBLIC REVIEW OF DRAFT STP - INCLUDING PROJECTS:

- The draft STP is prepared and distributed for a sixty-day public review period. Any recommended additions/deletions/changes are considered, reviewed, researched as necessary, and a final recommendation is sent to the Secretary of the Transportation Cabinet for final approval. Letters of response are sent to all parties who requested revisions in the STP as part of the public review process.

FINALIZATION OF THE STP AND SUBMITTAL:

- The final STP is published and submitted to FHWA for review and approval. Copies of the final STP are sent to all parties who received the draft STP for review.

APPENDIX D

HIGHWAY PROJECT IDENTIFICATION AND PRIORITIZATION FACTS:

(For Fiscal Years 1998-1999 Prioritization Cycle)

- Approximately $40 billion in highway needs on the UNL – over 1800 projects
- Approximately $30 billion in statewide highway needs (excluding Metropolitan Planning Organization "MPO" needs) – over 1200 projects
- Over $3.3 billion in projects identified as "completion phases" required for projects (initial phases) included in the current Six Year Highway Plan (55 percent of available funds for the Long-Range Plan)
- Only $6.1 billion available for the Fiscal Years 2005-2018 – Long-Range Plan STATEWIDE. Of this amount, only $2.8 billion is available for selection of "new" projects, or those which are not "continuation Six Year Highway Plan projects"
- Over $12 billion in projects ranked as "High" by the Area Development Districts (ADDs)
- Over $3.5 billion in projects ranked in the "Top Ten" by the Area Development Districts (ADDs)
- Approximately $8.4 billion in projects were prioritized as "High" by the local government officials, Area Development Districts (ADDs) and Highway District Planning Staff.
- Over $14.1 billion in projects ranked as a statewide "High"
- Over $3.8 billion in projects ranked as "High" by either the Area Development Districts (ADD) or the Highway District, but did not receive a Statewide "High" priority
- Approximately $9.5 billion in highway projects were identified as "Illustrative Projects" in the 1999 Statewide Transportation Plan
- After the Long-Range Highway Plan is completed, nearly 5000 miles and more than $24 billion in needed highway system improvements (outside the MPOs) are without funding in Kentucky.

APPENDIX E
KENTUCKY TRANSPORTATION CABINET
MANAGEMENT PERSONNEL LISTING

Office of the Secretary

Secretary	James C. Codell, III.	State Ofc. Bldg. (10th Floor)	564-4890
Deputy Secretary for Administration	Kevin Flanery	State Ofc. Bldg. (10th Floor)	564-4890
Principal Assistant	Betsy Johnson	State Ofc. Bldg. (10th Floor)	564-4890
Principal Assistant	William Seymour	State Ofc. Bldg. (10th Floor)	564-3730
Principal Assistant	Barbara Martin	State Ofc. Bldg. (10th Floor)	564-4890
Principal Assistant	Nelson White	State Ofc. Bldg. (10th Floor)	564-4890

Office of General Counsel and Legislative Affairs

Executive Director	E. Jeffrey Mosley	State Ofc. Bldg. (10th Floor)	564-7650
General Counsel	Geri Grigsby	State Ofc. Bldg. (10th Floor)	564-7650

Office of Minority Affairs

Executive Director	Norris Beckley	State Ofc. Bldg. (9th Floor)	564-3601
Principal Assistant	Yvonne Board	State Ofc. Bldg. (9th Floor)	564-3601

Office of Policy and Budget

Executive Director	Glenn B. Mitchell	State Ofc. Bldg. (10th Floor)	564-4550

Office of Public Affairs

Executive Director	Teri Giltner	State Ofc. Bldg. (10th Floor)	564-4890

Office of Transportation Delivery

Executive Director	Margaret Plattner	State Ofc. Bldg. Annex (3rd Fl.)	564-7433

Department of Administrative Services

Commissioner	Ed Roberts	State Ofc. Bldg. (9th Floor)	564-3670
Deputy Commissioner	Bobby Gifford	State Ofc. Bldg. (9th Floor)	564-3670
Principal Assistant	Jeff Belcher	State Ofc. Bldg. (9th Floor)	564-3670
Div. of Fleet Management, Director	James Covany	369 Warsaw Street	564-2260
Div. of Property & Supply Services, Director	James “Mike” Molloy	1230 Wilkinson Boulevard	564-3880
Div. of Information Technology, Director	Jim Ramsey	State Ofc. Bldg. (9th Floor)	564-8900
Div. of Toll Facilities, Director	Kenneth Hockensmith	643 Teton Trail	564-4628

Department of Fiscal Management

Commissioner	Glenn B. Mitchell	State Ofc. Bldg. (10th Floor)	564-4786
Deputy Commissioner	Taylor Manley	State Ofc. Bldg. (10th Floor)	564-4786
Div. of Accounts, Director	Ronnie O’Nan	State Ofc. Bldg. (8th Floor)	564-7334
Div. of Road Fund Audits, Director	J. W. Bryan	643 Teton Trail	564-6760
Div. of Purchases, Director	Sondra Perry	State Ofc. Bldg. (9th Floor)	564-4630

Department of Human Resources Management

Commissioner	Susan Smith	State Ofc. Bldg. (1st Floor)	564-4610
Div. of Personnel Services, Director	Betty C. Hawkins	State Ofc. Bldg. (1st Floor)	564-4610
Div. of Emp. Recruitment & Dev., Director	David Bryant	State Ofc. Bldg. (1st Floor)	564-2720
Div. of Employee Safety & Health, Director	Ted N. Thompson	State Ofc. Bldg. (4th Floor)	564-6963
Div. of Workers' Compensation, Director	Richard D. Cole	State Ofc. Bldg. (11th Floor)	564-0841

Department of Rural and Municipal Aid

Commissioner	William E. Johnson	State Ofc. Bldg. (10th Floor)	564-2060
Deputy Commissioner	Linda Magee	State Ofc. Bldg. (10th Floor)	564-2060
Principal Assistant	Robert Grooms	State Ofc. Bldg. (1st Floor)	564-7201
Div. of Rural and Municipal Aid, Director	Steve Taylor	State Ofc. Bldg. (1st Floor)	564-7201

Department of Vehicle Regulation

Commissioner	Ed Logsdon	State Ofc. Bldg. (3rd Floor)	564-7000
Deputy Commissioner	James R. Roberts	State Ofc. Bldg. (3rd Floor)	564-7000
Principal Assistant		State Ofc. Bldg. (3rd Floor)	564-7000
Principal Assistant	Linville Puckett	State Ofc. Bldg. (4th Floor)	564-6963
Principal Assistant	Greg Dringenburg	State Ofc. Bldg. (11th Floor)	564-3730
Div. of Driver Licensing, Director	Charles F. Brown	State Ofc. Bldg. (2nd Floor)	564-6800
Div. of Motor Carriers, Director	Rick Taylor	State Ofc. Bldg. (3rd Floor)	564-4540
Div. of Vehicle Enforcement, Director	Col. Kenneth Frost	State Ofc. Bldg. (8th Floor)	564-3276
Div. of Motor Vehicle Licensing, Director	Jack Bunnell	State Ofc. Bldg. (2nd Floor)	564-5301

Department of Highways

Commissioner	James C. Codell, III	State Ofc. Bldg. (10th Floor)	564-4890
State Highway Engineer	J. M. Yowell	State Ofc. Bldg. (10th Floor)	564-3730
Assistant to the State Highway Engineer	John Sacksteder	State Ofc. Bldg. (10th Floor)	564-3730
Paris Pike Coordinator	Cliff Linkes	District 7 Office	(606) 246-2355

Office of Project Development

Deputy State Highway Engineer	Charles Raymer	State Ofc. Bldg. (10th Floor)	564-3730
Div. of Bridge Design, Director	Steve Goodpaster	State Ofc. Bldg. (7th Floor)	564-4560
Div. of Environmental Analysis, Director	John Metille	State Ofc. Bldg. Annex (1st Fl.)	564-7250
Div. of Highway Design, Director	Gary Sharpe	State Ofc. Bldg. (6th Floor)	564-3280
Div. of Professional Services, Director	Jim Grider*	State Ofc. Bldg. (6th Floor)	564-4555
Div. of Right of Way & Utilities, Director	Ralph Divine	State Ofc. Bldg. (4th Floor)	564-3210

Office of Construction and Operations

Deputy State Highway Engineer	Joe K. Deaton	State Ofc. Bldg. (10th Floor)	564-3730
Div. of Construction, Director	Dexter Newman	State Ofc. Bldg. (4th Floor)	564-4780
Div. of Contract Procurement, Director	Gene Mason	State Ofc. Bldg. (9th Floor)	564-3500
Div. of Equipment, Director	Brad Asher	1234 Wilkinson Boulevard	564-3916
Div. of Materials, Director	Jim Stone	1227 Wilkinson Boulevard	564-3160
Div. of Operations, Director	Chuck Knowles	State Ofc. Bldg. (7th Floor)	564-4556
Div. of Traffic, Director	Simon Cornett	State Ofc. Bldg. (1st Floor)	564-3020

Office of Intermodal Programs

Deputy State Highway Engineer	John Carr	State Ofc. Bldg. (10th Floor)	564-3730
Div. of Aeronautics, Director	Arthur G. Pace	State Ofc. Bldg. Annex (3rd Fl.)	564-4480
Div. of Multimodal Programs, Director	Jerry Ross	State Ofc. Bldg. Annex (3rd Fl.)	564-7686

Office of Program Planning and Management

Deputy State Highway Engineer	Mike Hancock	State Ofc. Bldg. (10th Floor)	564-3730
Div. of Planning, Director	Annette Coffey	State Ofc. Bldg. Annex (2nd Fl.)	564-7183
Div. of Program Management, Director	Marcie Mathews	State Ofc. Bldg. (9th Floor)	564-3388

APPENDIX F
DISTRICT OFFICES

DISTRICT 1 – Paducah

Chief District Engineer.....	D. Wayne Mosley	Kentucky Dam Road	PH: (270) 898-2431
Administrative Manager.....	Ronald Morgan	PO Box 3010	FX: (270) 898-7457
		Paducah KY 42002-3010	

DISTRICT 2 – Madisonville

Chief District Engineer.....	Edward H. Merryman	840 North Main Street	PH: (270) 824-7080
Administrative Manager.....	Terry McKinney	Drawer D	FX: (270) 824-7091
		Madisonville KY 42431	

DISTRICT 3 - Bowling Green

Chief District Engineer.....	G. A. “Lonnie” Yates	900 Morgantown Road	PH: (270) 746-7898
Administrative Manager.....	Debbie Potter	PO Box 599	FX: (270) 746-7643
		Bowling Green KY 42101	

DISTRICT 4 – Elizabethtown

Chief District Engineer.....	Sherrill Smith	634 East Dixie	PH: (270) 766-5066
Administrative Manager.....	P. K. Paxton	PO Box 309	FX: (270) 766-5069
		Elizabethtown KY 42701	

DISTRICT 5 – Louisville

Chief District Engineer.....	William Monhollon	977 Phillips Lane	PH: (502) 367-6411
Administrative Manager.....	Marie Holtz	PO Box 37090	FX: (502) 363-6170
		Louisville KY 40233	

DISTRICT 6 – Covington

Chief District Engineer.....	C. L. Meyers*	421 Buttermilk Pike	PH: (606) 341-2700
Administrative Manager.....	S. D. Graham	PO Box 17130	FX: (606) 341-3661
		Covington KY 41017-0130	

DISTRICT 7 – Lexington

Chief District Engineer.....	Cliff Linkes	763 West New Circle Rd.	PH: (606) 246-2355
Administrative Manager.....	Mary Agee	Building 2	FX: (606) 246-2354
		PO Box 11127	
		Lexington KY 40512	

DISTRICT 8 – Somerset

Chief District Engineer.....	Roger Coffey	US 27	PH: (606) 677-4017
Administrative Manager.....		PO Box 780	FX: (606) 677-4013
		Somerset KY 42501	

DISTRICT 9 – Flemingsburg

Chief District Engineer.....	Jim Rummage	Elizaville Road	PH: (606) 845-2551
Administrative Manager.....	Evelyn Emmons	PO Box 347	FX: (606) 849-2286
		Flemingsburg KY 41041	

DISTRICT 10 – Jackson

Chief District Engineer.....	Amos Hubbard*	Highway 15	PH: (606) 666-8841
Administrative Manager.....	Scotty Fugate	PO Box 621	FX: (606) 666-7074
		Jackson KY 41339	

DISTRICT 11 – Manchester

Chief District Engineer.....	Andrew Buell, Jr.	Railroad Avenue	PH: (606) 598-2145
Administrative Manager.....	Mark Crawford	PO Box 250	FX: (606) 598-8269
		Manchester KY 40962	

DISTRICT 12 – Pikeville

Chief District Engineer.....	Linda Wagner-Justice	North Mayo Trail	PH: (606) 433-7791
Administrative Manager.....	Wilma Rice	PO Box 2468	FX: (606) 433-7765
		Pikeville KY 41502	

*Acting

APPENDIX G
AREA DEVELOPMENT DISTRICTS

Barren River Area Development District

Executive Director.....	Jack Eversole	P. O. Box 9005	PH: (270) 781-2381
Transportation Planner.....	Keirsten R. Jaggers	Bowling Green, KY 42102-9005	FX: (270) 842-0768

Big Sandy Area Development District

Executive Director.....	Sandy Runyon	100 Resource Drive	PH: (606) 886-2374
Transportation Planner.....	Freddie Goble	Prestonsburg, KY 41653	FX: (606) 886-3382

Bluegrass Area Development District

Executive Director.....	Jas S. Sekhon	699 Perimeter Drive	PH: (859) 269-8021
Transportation Planner.....	Bruce Duncan	Lexington, KY 40517	FX: (859) 269-7917

Buffalo Trace Area Development District

Executive Director.....	Steve Miller	327 West Second Street	PH: (606) 564-6894
Transportation Planner.....	Amy Kennedy	PO Box 460	FX: (606) 564-0955
		Maysville, KY 41056	

Cumberland Valley Area Development District

Executive Director.....	John L. Bruner	P. O. Box 1740	PH: (606) 864-7391
Transportation Planner.....	Clay McKnight	London, KY 40743-1740	FX: (606) 878-7361

FIVCO Area Development District

Executive Director.....	Edward Stephens	PO Box 636	PH: (606) 739-5191
Transportation Planner.....	Terri Sicking	Catlettsburg, KY 41129-0636	FX: (606) 739-8533

Gateway Area Development District

Executive Director.....	Gail Wright	P. O. Box 1070	PH: (606) 674-6355
Transportation Planner.....	Sandy Meadows	Main Street	FX: (606) 674-6658
		Owingsville, KY 40360	

Green River Area Development District

Executive Director.....	Jiten Shah	3860 U.S. Highway 60 West	PH: (270) 926-4433
Associate Director.....	Keith Harpole	Owensboro, KY 42301-0200	FX: (270) 684-0714

Kentuckiana Regional Planning and Development Agency

Executive Director.....	Jack L. Scriber	11520 Commonwealth Drive	PH: (502) 266-6084
Transportation Planner.....	Randall Embry	Louisville, KY 40299	FX: (502) 266-5047

Kentucky River Area Development District

Executive Director.....	Paul E. Hall	917 Perry Park Road	PH: (606) 436-3158
Transportation Planner.....	Jeffrey Coots	Hazard, KY 41701	FX: (606) 436-2144

Lake Cumberland Area Development District

Executive Director.....	W. R. Parson	P.O. Box 1570	PH: (270) 866-4200
Transportation Planner.....	Neal Cundiff	Russell Springs, KY 42642	FX: (270) 866-2044

Lincoln Trail Area Development District

Executive Director.....	Wendell Lawrence	P.O. Box 604	PH: (270) 769-2393
Transportation Planner.....	Mike Skaggs	Elizabethtown, KY 42702-0604	FX: (270) 769-2993

Northern Kentucky Area Development District

Executive Director.....	John Mays	P.O. Box 668	PH: (859) 283-1885
Transportation Planner.....	Michelle Frisch	Florence, KY 41022-0668	FX: (859) 283-8178

Pennyrile Area Development District

Executive Director.....	Dan Bozarth	300 Hammond Drive	PH: (270) 886-9484
Transportation Planner.....	Craig Morris	Hopkinsville, KY 42240	FX: (270) 886-3211

Purchase Area Development District

Executive Director.....	Henry Hodges	P.O. Box 588	PH: (270) 247-7171
Physical Planning Director.....	Mark Davis	Mayfield, KY 42066-0588	FX: (270) 251-6110

APPENDIX H
METROPOLITAN PLANNING ORGANIZATIONS

KIPDA – Kentuckiana Regional Planning & Development Agency

Executive Director.....	Jack L. Scriber	11520 Commonwealth Drive	PH: (502) 266-6084
Transportation Planning Person..	Harold Tull	Louisville KY 40299	FX: (502) 266-5047

OKI – Ohio-Kentucky-Indiana Regional Council of Governments

Executive Director.....	James Duane	801-B W. 8th Street	PH: (513) 621-7060
Transportation Planning Person..	Dory Montazemi	Suite 400	FX: (513) 621-9325
		Cincinnati OH 45203	

Lexington-Fayette Urban County Government

Director of Planning.....	Dale Thoma	200 East Main Street	PH: (606) 258-3160
Transportation Planning Person..	Bob Kennedy	10th Floor	FX: (606) 258-3163
		Lexington KY 40507	

FIVCO ADD – Five Counties Area Development District

Executive Director.....	Ed Stephens	PO Box 636	PH: (606) 739-5191
Transportation Planning Person..	Thomas Saylor	Catlettsburg KY 41129	FX: (606) 739-8533

GRADD – Green River Area Development District

Executive Director.....	Jiten Shah	3860 US Hwy 60 West	PH: (270) 926-4433
Transportation Planning Person..	Keith Harpole	Owensboro KY 42301	FX: (270) 684-0714

EUTS – Evansville Urban Transportation Study

Director.....	Rose Zigenfus	Rm. 316, Civic Center	PH: (812) 436-7833
Transportation Planning Person..	Pam Schaeffer	1 NW	FX: (812) 436-7834
		Martin Luther King Blvd.	
		Evansville IN 47708	

Clarksville-Montgomery County Regional Planning Commission

Director of Planning.....	David Riggins	329 Main Street	PH: (931) 645-7448
Transpotation Planning Person...	Stan Williams	Clarksville TN 37040	FX: (931) 645-7481

APPENDIX I
GLOSSARY OF ACRONYMS AND TERMS

AADT	AVERAGE ANNUAL DAILY TRAFFIC - a commonly accepted measure used by states and FHWA to measure traffic volumes on an annualized basis.
ACIP	AIRPORT CAPITAL IMPROVEMENT PROGRAM - Kentucky is developing a six year ACIP to include all projects planned for implementation over the six year period.
ADD	AREA DEVELOPMENT DISTRICT – Fifteen regional planning agencies mandated by state legislation. The fifteen ADDS in Kentucky are the regional planning agencies through which various federal and state programs are administered. The state's rural transportation planning program is administered and facilitated through the fifteen Area Development Districts.
ADT	AVERAGE DAILY TRAFFIC - a measure for traffic volumes used by states and FHWA.
APD	APPALACHIAN DEVELOPMENT FUNDS – Funding category which depends on the continued viability of the Appalachian Regional Commission and its programs. These funds can only be used on designated APD routes in Eastern Kentucky.
ARTIMIS	ADVANCED REGIONAL TRAFFIC INTERACTIVE MANAGEMENT AND INFORMATION SYSTEM – The ITS system located in Northern Kentucky which involves both ATIS and ATMS was completed in 1997. It was designed to help minimize the time required to investigate and clear a crash site by coordinating communication with the various emergency response agencies and informing motorists of the crash ahead.
ATIS	ADVANCED TRAVELER INFORMATION SYSTEMS - An ITS designed to warn travelers of possible problems in traffic due to accidents, construction, or other congestion problems and minimize delay times and additional accidents.
ATMS	ADVANCED TRAFFIC MANAGEMENT SYSTEMS – An ITS designed to help minimize the time required to clear accident sites through coordination with affected response agencies.
AVI	AUTOMATIC VEHICLE IDENTIFICATION - A system of identifying vehicles through various ITS.

BEA BUREAU OF ECONOMIC ANALYSIS - Department of Commerce, U.S. Government agency responsible for compiling and maintaining various economic statistics such as income and industry statistics.

BLS BUREAU OF LABOR STATISTICS - U.S. Government agency responsible for maintaining and producing employment data and statistics.

BR BRIDGE REPLACEMENT AND REHABILITATION - A funding category for Federal Highway Trust Funds to be used for replacing and rehabilitating Kentucky's functionally obsolete and structurally deficient bridges. These funds may be used, within certain limits, on locally as well as state-maintained bridges.

BTS BUREAU OF TRANSPORTATION STATISTICS - U.S. Government agency responsible for producing various transportation statistics by state, region, and national level.

CAA CLEAN AIR ACT - The CAA was amended in 1990 and imposes more stringent requirements for State Implementation Plans to improve air quality. The Environmental Protection Agency published the Amended Transportation Conformity Rule in the Federal Register in August 1997. This rule established the criteria and procedures for determining that transportation plans, programs, and projects, which are approved under 23 United States Code or the Federal Transit Act, conform with the State or Federal air quality implementation plans.

CMAQ CONGESTION MITIGATION AND AIR QUALITY (Improvement Program), a federal air quality program which determines the Congestion/Mitigation Air Quality Funds (ISTEA and TEA-21), based on attainment/nonattainment of meeting air quality standards.

CMS CONGESTION MANAGEMENT SYSTEM – A management system mandated under ISTEA, but later made optional for states under the TEA-21 legislation, except for urbanized areas.

COMPOSITE INDEX RATING – A total adequacy or sufficiency rating used to measure and evaluate the conditions of highways and highway needs. Composite Adequacy Ratings are rating techniques whereby the physical conditions, safety, service, and efficiency operation of a highway are assigned a numerical value. Using the HPMS Analytical Package, the elements of condition, safety, and service are rated separately and then added to produce a total rating which can range from 0 to 100, with 100 being the best rating.

CONFORMITY DETERMINATION – The Plan and TIP / STIP must demonstrate that the projects and programs eliminate or reduce the severity and number of violations of the national ambient air quality standards (NAAQS). This is achieved through project and program analysis with the State Implementation Plan. If the long-range plan and/or the Transportation Improvement Plan (TIP) does not conform according to the amended transportation conformity guidelines (Federal Register; August 15, 1997) 40CFR 51, the subject document cannot be approved by the Metropolitan Planning Organization. If this is the case, projects cannot be authorized for federal-aid funding.

CVISN COMMERCIAL VEHICLE INFORMATION AND SAFETY NETWORK - A system of commercial vehicle operation technologies developed by the U.S. Department of Transportation and the Federal Highway Administration in cooperation with state agencies and the motor carrier industry. Kentucky was one of the eight pilot states involved in the development of this system and field testing of hardware systems.

CVO COMMERCIAL VEHICLE OPERATIONS

DMI DISTANCE MILE INDICATOR (milepoint) – a measuring indicator used for identifying specific locations along roadways.

EPA ENVIRONMENTAL PROTECTION AGENCY – Federal agency responsible for monitoring the air quality levels.

FAA FEDERAL AVIATION ADMINISTRATION – The division of the U.S. Department of Transportation responsible for aviation policy and administration.

FHWA FEDERAL HIGHWAY ADMINISTRATION – The division of the U.S. Department of Transportation responsible for highway policy and funding.

FRA FEDERAL RAIL ADMINISTRATION – The division of the U.S. Department of Transportation responsible for most railroad policy matters. Railroad rates and abandonment proceedings are administered by the Interstate Commerce Commission (ICC).

FTA FEDERAL TRANSIT ADMINISTRATION - The division of the U.S. Department of Transportation responsible for administration of transit programs and grants.

FY FISCAL YEAR – defined as July 1 through June 30 of a given year. GENERAL AVIATION AIRPORT – A classification of airports which accommodates small to medium-size aircraft and provide services for business, government, and personal aircraft.

GDP GROSS DOMESTIC PRODUCT – The market value of goods and services produced over a given period of time. This value is determined by the U.S. Bureau of Economic Analysis (BEA) and released biennially.

GIS GEOGRAPHIC INFORMATION SYSTEM - A computerized mapping system based on specific geographic locators.

GPS GLOBAL POSITIONING SYSTEM

HES HAZARD ELIMINATION SYSTEM – A program for addressing the elimination of highway hazards and increasing the safety of the state's highways.

HDO HIGHWAY DISTRICT OFFICE - Kentucky has twelve district highway offices located throughout the state.

HIS HIGHWAY INFORMATION SYSTEM - A system in which data and statistics by specific highway route segment are maintained by the Kentucky Transportation Cabinet. The HIS can be accessed through the Internet, however user identification and passwords are required.

HOV HIGH OCCUPANCY VEHICLES

HPMS HIGHWAY PERFORMANCE MONITORING SYSTEM - A database maintained by each state and provided annually to the FHWA to assess the use, condition, performance, and operational characteristics of the nation's highway infrastructure. HPMS is used to monitor vehicular travel and certified public mileage data and to facilitate planning and policymaking at the national level.

HPR HIGHWAY PLANNING AND RESEARCH – A federal funding category for the Highway Planning and Research Funds to be used by the states for planning, research, and development of highway systems.

IAP INTERMODAL ADVISORY PANEL - An intermodal advisory panel formed in 1983-1984 by the Kentucky Transportation Cabinet to provide direction for intermodal issues/programs in Kentucky. The panel consists of industry representatives from all modes, city planning agencies, metropolitan planning organizations, university research programs, federal and state agencies, and statewide organizations for each of the modes.

ICC INTERSTATE COMMERCE COMMISSION

IM INTERSTATE MAINTENANCE FUNDING - A funding category for Federal Highway Trust Funds expected to be available for maintaining and rehabilitating Kentucky's Interstate Highways.

IMS INTERMODAL MANAGEMENT SYSTEM – One of the five management systems mandated under the ISTEA legislation and made optional under TEA-21 federal legislation. Kentucky has chosen to develop and maintain the Intermodal Management System to assist the Cabinet in selecting intermodal projects.

INFRASTRUCTURE – The built environment and more specifically the entire physical plant for the transportation network or some discreet component.

INTERMODAL – The movement of passengers or commodities using more than one mode of transportation for a specific trip that includes at least one intermediate transfer point.

ISTEA INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT - 1991. The federal five-year transportation funding act passed in 1991 which changed the approach to transportation funding programs. Through various measures, this act requires a greater degree of intermodal coordination, regional, and statewide planning than was required under previous highway and transit funding measures.

ITS INTELLIGENT TRANSPORTATION SYSTEM – An integrated system of highway monitoring and information services and technology development, which will allow drivers and public transit users to make optimal use of the transportation network {previously referred to as the Intelligent Vehicle Highway System (IVHS)}.

IVHS INTELLIGENT VEHICLE HIGHWAY SYSTEMS – Previous title for the system described above as the ITS.

KASP KENTUCKY AVIATION SYSTEM PLAN – A plan conducted by the Kentucky Division of Aeronautics to provide the tools and recommend projects to continue to improve the public airports in Kentucky including three major elements: Aviation System Plan for 20 years, Economic Impact Study, and a Capital Improvement Plan. This plan was updated in 1998.

KYD KENTUCKY DEMONSTRATION PROJECTS FUNDS - A special federal funding category designated by Congress to address specific projects in specific areas.

KYTC KENTUCKY TRANSPORTATION CABINET

LIMITED ACCESS - A classification of highways which limits the access cuts onto that roadway, as in Interstate Highways.

LOS LEVEL OF SERVICE

MANAGEMENT SYSTEM – a systematic process, which includes performance measures, data collection and analysis, determination of needs, evaluation and selection of strategies/actions to meet needs, designed to assist decision-makers in selecting cost-effective strategies/actions to improve the efficiency and safety of, and protect the investment in the nation's infrastructure. Kentucky maintains management systems in the areas of Pavement Management (PMS), Congestion Management in the Urban areas (CMS), Intermodal Management (IMS), and Bridge Management Systems (BMS).

MCSAP MOTOR CARRIER SAFETY ASSISTANCE PROGRAM

METROPOLITAN AREA BOUNDARY – The boundary must enclose at least the existing Urban Area and the contiguous area expected to become urban in the next twenty years. The boundary establishes the area covered by the Transportation Improvement Program and is eligible for urban STP funds.

MPO METROPOLITAN PLANNING ORGANIZATION - A regional planning organization designated as being responsible, together with the state, for conducting the continuing, cooperative and comprehensive planning process for the Metropolitan Area as designated by the Federal Government (more than 50,000 people). This organization is responsible for the regional planning process for the metropolitan area as required by ISTEA and TEA-21.

MVM VEHICLE MILES OF TRAVEL – A measure used in determining statistics for traffic and accident data.

NBIS NATIONAL BRIDGE INSPECTION SYSTEMS - A nationally recognized system of defining bridges and their deficiencies.

NHS NATIONAL HIGHWAY SYSTEM – A network of Interstate and state highways which serve longer distance mobility needs, are important to the nation's economy, defense, and mobility, and are eligible for matching federal funds for capital improvement.

NN NATIONAL TRUCK NETWORK – A network of roads which have been specifically designated for use by commercial motor vehicles (trucks) with increased dimensions (102 inches wide; 13 feet 6 inches high; semi-trailers up to 53 feet long; trailers 28 feet long – not to exceed two trailers per truck).

NON-ATTAINMENT AREA – An area where air quality monitors show that the area exceeds the level of toxic emissions (ozone or carbon monoxide) permitted by the Clean Air Act. The Environmental Protection Agency determines the boundary. All non-attainment areas must demonstrate conformity, as required in the transportation conformity rule, before federal-aid funds may be authorized in the given area.

PER CAPITA INCOME – A measure of income derived by dividing the total income for a particular group by the total population. Personal income measures and statistics for counties, states, regions and the U.S. are released by the U.S. Bureau of Economic Analysis.

PLAN - The Statewide Transportation Plan, which is a federally required long-range transportation plan for a period of twenty years. The federal legislation requires that a plan be developed for at least a twenty -year period and must be financially balanced. The document is updated every four years in Kentucky and includes policy and project listings.

POVERTY LEVEL – The minimum level of money income adequate for families of different sizes, in keeping with American consumption patterns. These levels are determined annually by the U.S. government on the basis of an index originated by the U.S. Social Security Administration and released biennially by the U.S. Census Bureau for states and counties.

PMS PAVEMENT MANAGEMENT SYSTEM – One of the management systems required under ISTEA, but made optional under TEA-21. Kentucky maintains a PMS and uses performance measures in this system to identify high priority roadways for resurfacing and also to assist in determining the resurfacing cycle.

RI PAVEMENT RIDEABILITY INDEX – A general measure of pavement conditions. The RI is based on a scale of 0 to 5, with 0 being poor and 5 being very good.

RP RESURFACING PROGRAM – A funding category of State Road Funds to be used for pavement resurfacing of the state-maintained highway system.

RWIS ROAD WEATHER INFORMATION SYSTEMS – ITS deployed by Kentucky in seven locations to enhance snow and ice operation.

SAF SAFETY FUNDS - A state funding category of STP funds to be used for safety improvement projects throughout the state.

SIP STATE IMPLEMENTATION PLAN FOR AIR QUALITY - A plan required by the Environmental Protection Agency of every state for meeting air quality requirements in non-attainment areas and for maintaining air quality throughout the state.

SOV SINGLE OCCUPANT VEHICLE

SP STATE CONSTRUCTION FUNDS – An estimate of State Road Funds to be used for non-routine maintenance, state-funded improvement projects.

SPPR PARKWAY AND STATE PRIMARY PAVEMENT REHABILITATION - a State Road Fund Category for pavement rehabilitation projects on the Parkways and State Primary Road System.

SPR STATE PLANNING AND RESEARCH FUNDS – A federal funding category for the planning, research and development of highway programs.

6YP SIX YEAR HIGHWAY PLAN - A short-range highway plan of projects to be implemented by phase and funding levels for a six year period in Kentucky. This plan is mandated by Kentucky Legislation and is updated and approved by the Kentucky Legislature every two years.

STIP STATEWIDE TRANSPORTATION IMPROVEMENTS PROGRAM - This program is required under ISTEA and TEA-21 and is an annual capital improvement program for all federally funded state surface transportation (highway, bus and rail) projects which are anticipated for a specified period. The STIP is a subset of the Six Year Highway Plan and the Statewide Transportation Plan and is for a three-year period in Kentucky. The STIP must also be financially balanced.

STP STATEWIDE TRANSPORTATION PLAN - Statewide Transportation Plan is a federally required long-range transportation plan for a period of twenty years. The federal legislation requires that a plan be developed for at least a twenty-year period and must be financially balanced. The document is updated every four years in Kentucky and includes policy and project listings.

STP SURFACE TRANSPORTATION PROGRAM - Surface Transportation Program is a funding category under ISTEA and TEA-21 for transportation roadway projects. The STP funds cannot be used for improvements on a highway, which is functionally classified as a rural minor collector or local road.

STRAHNET STRATEGIC HIGHWAY CORRIDOR NETWORK - A federal highway designation of selected highways to be used for certain national emergencies.

SYSTEM CLASSIFICATION / FUNCTIONAL CLASSIFICATION – The categorization of transportation facilities by their actual or expected use characteristics. The distinction is usually made on the basis of access vs. mobility, where lower order roadways are used primarily for access to individual land uses, while higher order roadways are used primarily for travel between towns or cities.

TE TRANSPORTATION ENHANCEMENT PROGRAM - Transportation Enhancement is a federal-aid funding category for projects that add community or environmental value to any active or completed transportation project. These projects, for instance, might enhance roadways with sidewalks, bikeways, or landscaping. This program was introduced through ISTEA and continued in TEA-21 with funding and project approval provided on an annual basis.

TEA-21 TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY – 1998 - The federal transportation legislation passed in June of 1998 which continued many of the provisions of ISTEA, but also further emphasized the coordination of statewide planning with the metropolitan areas, consultation with local elected officials, and continued public involvement.

TIP TRANSPORTATION IMPROVEMENT PROGRAM - Transportation Improvement Program is a document prepared by the MPO. It contains a prioritized list of projects within the metropolitan area for the next three to five years. This document serves to clear projects so they can receive project level air quality conformity findings and also identifies the project for inclusion into the STIP. This document must be financially constrained.

TMA TRANSPORTATION MANAGEMENT AREA - Transportation Management Area is an urbanized area over 200,000 in population as defined by ISTEA or TEA-21. The TMA is responsible through the MPO for making decisions as to how some categories of federal transportation funds will be spent.

TRANSPORTATION POLICY COMMITTEE - This is the MPO committee responsible for deciding how local federal transportation dollars will be spent in the area and determine local transportation planning policy.

TRIMARC TRAFFIC RESPONSE AND INCIDENT MANAGEMENT ASSISTING THE RIVER CITIES SYSTEM – This ITS system was completed in 1999 for the Louisville/Southern Indiana area, primarily on I-65 for about ten miles.

URBAN AREA – A place of 5,000 or more in population, including the urbanized area as defined by the Bureau of the Census. An Urban Area boundary, which encircles the urbanized areas in a region, may be developed by states in cooperation with local officials. This boundary is the line of demarcation for rural/urban functional classification of roadways.

UMTA URBAN MASS TRANSORTATION ADMINISTRATION - (now the Federal Transit Administration)

VMT VEHICLE MILES TRAVELED – This is a measure of the level of travel activity in an area. The figure is generally found by multiplying the average length of trip by the total number of trips, based on actual traffic counts.

WIM WEIGH IN MOTION – Refers to the "in road" method of weighing commercial vehicles without requiring a total physical stop at a weighing station.